

PLAIN ENGLISH CAMPAIGN AWARD WINNER



Navy News

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12-PAGE
FIFTIETH
BIRTHDAY
SOUVENIR
INSIDE



THINGS
THAT GO
BUMP IN
THE NIGHT
- p15



AURORA HITS THE SPOT

A SEA KING helicopter from HMS Cornwall is seen at the end of a day's hard work in Exercise Aurora off the eastern seaboard of the United States – the biggest deployment of naval forces since the conflict in Iraq.

Some 6,000 British personnel took part in a massive test of the Allied nations' amphibious capability.

● See page 14

Picture: PO Bob Sharples



● D-DAY+60: A LAST LOOK AT THE BEACHES – p21-23

Harbour patrols: more needed

A VOLUNTEER service making Portsmouth Harbour safer for waterborne users is up and running thanks to donations by the maritime and business communities.

The Volunteer Harbour Patrol has been formed to assist full-time safety 'marshals' created by Queen's Harbour Master Cdr Tom Herman.

The full-time patrol was set up last year to provide advice and guidance to all users of the waters in and approaching Portsmouth Harbour.

With 35 continental ferry movements a day, plus warships in and out, ferries to the Isle of Wight and pleasure cruisers and yachtsmen on the waters, the harbour remains one of Britain's busiest – and it's getting busier. Cdr Herman said the full-time patrols worked well last year and led to a reduction in incidents on the water, especially around Portsmouth's narrow harbour entrance.

"But there are other areas where patrolling could make a valuable contribution, so more people and vessels are needed," he explained.

So far 25 people have come forward for the volunteer patrol, the oldest Capt John Day, a former ferry captain. The same number is needed to give the patrol its full impact. Business and the maritime community have donated two vessels and equipment worth £100,000 for the harbour patrol; the volunteers will run the boats out of Gunwharf Quays and the Royal Clarence Yard initially.

More details from Cdr Herman at Semaphore Tower, HM Naval Base, Portsmouth.



• HOT STUFF: a scene on board 'HMS Suffolk', star of the new ITV drama series *Making Waves*

Greeks pay tribute to tragic BYMS

THE GREEK Navy has laid a wreath over where a Royal Navy Patrol Service minesweeper was sunk with all hands at the western end of the Gulf of Corinth in World War II (see picture, right).

On October 25 1944 the American-built British Yard Minesweeper BYMS 2077 of the 13th Minesweeping Flotilla based in Malta was sweeping the Rion Channel as part of the liberation of Greece when she struck a mine that had drifted away from its marked area.

When the three children of the Chief Engineman of the ship, James Mackie, travelled to Rion for the first time to pay their respects to their father, the Greek authorities moved quickly to offer them every assistance.

Three Greek fishermen who had witnessed the explosion and had tried to bring help were present at the wreath laying ceremony conducted from the minesweeper Daphne.

This was held against the backdrop of the magnificent new Rion-Antirion bridge – the biggest cable-stayed bridge in the world – over which the Olympic Flame will be carried by a runner on August 8.

Led by four priests of the Greek Orthodox Church, the ceremony was also attended by the Mayors of Rion and Patras, senior officers of the Greek Armed Forces, British Consul Marie-Jeanne Morphy-Karatzas and the British Defence and Naval Attaché in Greece, Capt John Wills.

Greeting the visitors was a boat full of children from a school in Somerset Road, Rion, built in 1950 with funds raised by the people of Somerset – the home county of many of the BYMS 2077 crew who lost their lives.

Mr Mackie's children, Ian, Anne and Kirsteen, concluded their visit with the laying of a wreath at the tomb of the Commanding Officer of BYMS 2077, Lt Cdr Frederick Call, RNVR, at the Commonwealth War Graves Cemetery at Phaleron, Athens.



TV series all set to rule the airwaves

FROM July 7 the Royal Navy will be visiting you in your own home.

Making Waves, the long-awaited new Naval drama series from ITV, will be hitting the small screen, peeling back the sides of an RN frigate and letting the public see life inside.

From the idea being first mooted, the project has taken five years to come to fruition.

Of course, no one can pretend that this is a normal Type 23 – "There are individual scenarios in these six episodes that one ship might encounter during her deployment, but in this series everything is crammed in," laughed WO Dave Allport, who was one of the Navy's team on hand to make sure the filming went smoothly. "But this is a drama, not a documentary," he added.

For Naval aficionados there will be moments to grit their teeth. Cries of "That would never happen!" will be heard in the living rooms of Plymouth, Portsmouth and the Clyde.

But look beyond that and the incredible attention to detail carried out by the film crew is phenomenal.

All hints of the true identity of the drama's HMS Suffolk have been spirited away, and poor HMS Grafton which played her has been relegated to a name-check in the credits.

Series consultant Cdr Barry Leighton said: "The storylines are a mixture of what the Navy is all about – action, drama, humour and mutual respect."

Series creator Ted Childs, whose drama record includes *Soldier Soldier* (but despite his TV CV turns out to be a former RAF man himself) said: "The hi-tech world that is a warship at sea makes considerable professional and personal demands on all its crew members."

"At the same time there is much opportunity for depicting the wit, warmth and humanity which always underpins entertaining and engaging drama."

"Clearly we can't feature all the crew on board the Suffolk, so what we have done is highlight a number of people performing a variety of functions on the ship, including obviously the captain and the second-in-command, and non-commissioned officers and ratings."

Making Waves can be found on ITV1 on Wednesday, July 7 at 9pm.

FIGUREHEADS



HMS UNITE

THE FIGUREHEAD of HMS Unite is not British in origin, being one of a small number of foreign carvings retained on the bows of vessels taken by the Royal Navy in actions during the 18th and 19th centuries.

Captured by HMS Captain from the French on October 11 1793 by a squadron in the Gulf of Genoa off Spezia, this half-length classical-style female figurehead stands almost 5ft tall and was originally carved for the *Impérieuse*, a fifth rate frigate of 38 guns.

Some 148ft long with a beam of 40ft, she had a displacement of just under 1,040 tons and was built for the French Navy between 1784 and 1786.

The style of carving has a distinctly European feel, with the flamboyant and floridly decorated gown. The face has an attractive, serene expression and it has been suggested that it was carved in one of the southern French dockyards.

After her capture she retained for a while her original name. In 1803 she was renamed *Unite* and saw action against the French on at least three occasions, with Battle Honours for *Pelago* in 1811.

Like many vessels of this age, towards the end of her working life she undertook various roles around the dockyards, first being converted as a convict hospital ship from the late 1830s and then local harbour service before being broken up at Chatham in 1858.

The figurehead was removed and remained at Chatham until it was transferred to HMS Sultan, the engineering school at Gosport, Hants.

NEW SUBMARINE RESCUE SYSTEM PLANNED

FOLLOWING an international competition the MOD, together with partner nations France and Norway, has placed a £47m contract with Rolls Royce for a new submarine rescue system.

The NATO Submarine Rescue System (NSRS) will be based around a 10-metre, 27-tonne submersible, operated by a crew of three, which can dive down to a stricken submarine and dock with it, bringing the crew up to the surface in batches.

As well as a rescue submarine, the contract will provide for an unmanned craft which will locate the sunken subma-

rine, decompression chambers, medical facilities and other support equipment, plus support and operation of the system for the first ten years of its life.

The new system will replace the current rescue craft LR5 which is reaching the end of its design life. It is scheduled to enter service at the end of 2006 and will have a life of 25 years.

It will be based in the Clyde Naval Base from where it will be able to respond to emergencies anywhere in the world within 72 hours, being compatible with almost all NATO and non-NATO submarines, including the new Astute class under construction at Barrow-in-Furness. Defence Procurement Minister Lord Bach

said: "This system will give us and our partners the most effective submarine rescue system available.

"Our submarines are painstakingly designed with safety in mind and their safety record is impeccable, but they operate in the harshest of environments and it is vital we have an effective rescue capability for our submariners.

"This project is a fine example of how working with partner nations can bring great benefits by sharing both cost and expertise."

● **TO THE RESCUE:** An artist's impression of the LR5 replacement vehicle in operation



Fighting G rides shotgun for pride of France

FOUR and a half months away from home ended in style for the crew of HMS Gloucester as she escorted the capital ship of Europe's navies up the Solent.

The people of Gosport awoke to the sound of a 21-gun salute as the French aircraft carrier Charles de Gaulle arrived at her anchorage accompanied by the Type 42 destroyer.

The arrival capped a memorable 48 hours for Gloucester, chosen to take part in a symbolic sail-past for D-Day heroes off Arromanches (see centre pages).

This has been the first deployment for the 'Fighting G' since an extensive refit at Devonport.

For much of her time away from Portsmouth, Gloucester has been escorting the nuclear-powered carrier for Exercise Agapanthe 04.

At 42,000 tonnes and with 32 jets aboard – a combination of Super Etendard and Rafale – the de Gaulle is a tantalising glimpse of the RN's future carrier fleet due to enter service next decade.

Too large to enter Portsmouth Harbour – which will be dredged to accommodate HMS Queen Elizabeth and Prince of Wales – the French flagship spent four days at anchor off Gosport.

The visit allowed Defence Secretary Geoff Hoon and his French counterpart Michele Alliot-Marie to cement the 100-year-old Entente Cordiale between the two nations by signing further agreements of co-operation.

The ceremonies concluded with a flypast by the Patrouille de France – the Gallic equivalent of the Red Arrows.

Gloucester's Commanding Officer Cdr Malcolm Cree said his sailors had been impressed by the carrier and her crew.

"Charles de Gaulle is a great ship – working with the French has been very easy," he said.

Agapanthe took the task group into the Indian ocean and the Gulf, with visits to Mumbai and Goa. In the former, the Fighting G helped to refurbish a nursery for youngsters and a home for disabled people, both in the shanty districts of the city.

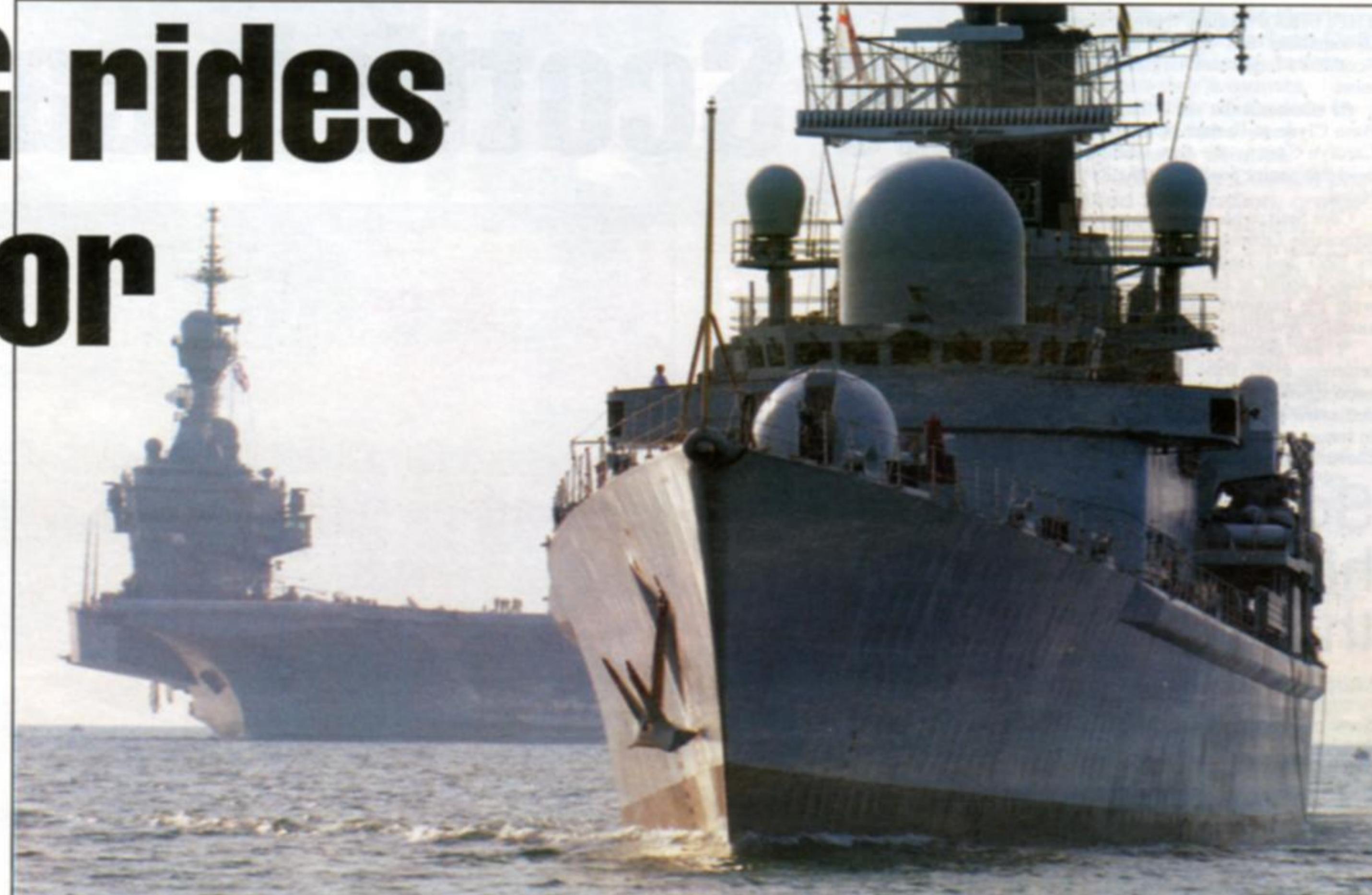
Albion salutes Reagan



WHILE anchored off South Carolina during Exercise Rapid Alliance with American allies, HMS Albion had her Union flag at half mast, sharing in the national day of mourning for Ronald Reagan.

S/LT Nic Bretten, who hosted a party of 15 midshipmen and ensigns from the landing ship USS Ashland, said: "They were surprised and delighted to see we were also paying our respects and I believe it helped them understand the day-to-day realities of the UK/US special relationship that goes back a long way."

□ See Newsview, p20



● **RIDING SHOTGUN:** Air defence destroyer HMS Gloucester escorts the French carrier Charles de Gaulle up the Solent

Gunners' salute evokes Ladysmith



A GUN crew from HMS York helped fire the Royal Salute in York to mark the anniversary of the Queen's Coronation on June 2.

This unusual event is believed to be the first time that a Royal Navy crew has manned a field gun alongside the Army since the Relief of Ladysmith during the Boer War (that's what HMS York believes anyhow).

In a repeat of history the six man crew from the Type 42 destroyer fired one of 40 Regiment Royal Artillery's 105mm light guns as part of the 21-gun Royal Salute in the city's Museum Gardens.

As the Senior Service, the HMS York crew manned Number 1 gun and fired six rounds including the first and last.

It was led by PO Kevin Williams, the ship's Sea Dart Missile Controller and close range weapons trainer. All spent a week with 40 Regt RA at nearby Topcliffe, training for the special day.

Other members of the crew included 'local boys' OM Ian Meakin and OM Neil Hodgkinson.

After the Royal Salute they were inspected by the Lord Mayor of York, Cllr Janet Looker.

In 1899 sailors from the cruiser HMS Terrible constructed several 4.7in field guns from the ship's own guns and transported them by land to relieve the beleaguered British forces at Ladysmith.

Percy Scott, a gunnery expert and Captain of HMS Terrible designed a carriage that could hold the guns for transit and action. The gun carriages were speedily manufactured in the Durban railway workshops and soon after a Royal Navy contingent of 280 officers and men successfully took on the Boer artillery.

Because of difficult terrain, Ladysmith was reached after 120 days of blockade. From this event grew the RN Field Gun Competition, reconstructing the ways devised to transport the guns across rivers and chasms.

The 21-gun salute is itself a Naval tradition, which derives from the 18th and 19th century tradition of emptying the guns of a battleship before entering a foreign port as a sign of peaceful intent.

HMS York is presently undergoing maintenance in Portsmouth.



● Commodore Carolyn Stait

Pioneer takes charge

THE FIRST female Naval Base Commander has taken charge of Scotland's largest military establishment.

As Commander of HM Naval Base Clyde at Faslane, Commodore Carolyn Stait is the first woman to hold this senior position in the Royal Navy.

Cdre Stait, who spent two years as Executive Officer at HMS Neptune in 1997 and 1998, said: "The two years I spent at Faslane in 1997-98 were the happiest and most professionally rewarding of my career.

"I am therefore thrilled to be returning to the Base and to working once again with so many talented, dedicated and fun people. I also get to return to a part of the country that I love – nobody could ask for more."

Somerset heads for the Gulf

FRESH from being granted the freedom of Wells, crew of HMS Somerset have sailed to ensure the freedom of the high seas.

The Devonport-based Type 23 frigate slipped her moorings at the beginning of June to begin a tour of duty in the Arabian Gulf, taking over from her sister HMS Grafton.

Her role and responsibilities in the Middle East will be identical to Grafton – assisting the Iraqi oil industry rebuild after years of neglect and the ravages of war by policing the Gulf, ensuring smugglers do not sneak oil out of the country.

"We are committed to the important role we are to play – we are helping to build peace and stability in the area by acting as a force for good," said Somerset's CO Cdr David Axon.

"This will be a long period of separation from family and friends; their continued support is vital and hugely appreciated to us while we are deployed."

Somerset is due back in Britain by Christmas.

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Brief respite during Turbulent deployment



HUNTER-KILLER submarine HMS Turbulent sailed into the western home of the Royal Australian Navy (left).

In what was the first visit for most of the Trafalgar-class boat's 110 crew, Turbulent took a break from exercises with the Australians with a stand-down in HMAS Stirling, the largest fleet base for the RAN, near Fremantle.

The visit Down Under is the latest highlight in what has been an exceptionally busy spell for the Devonport-based boat.

Last year she completed a 10-month deployment which included launching cruise missile strikes against targets in Iraq.

Picture: AB(PHOT) Phillip Cullinan (RAN)

Five-star break in La Spezia

THE CREW of veteran destroyer HMS Newcastle enjoyed the five-star treatment during a break from anti-terror duties in the Mediterranean.

Sailors headed for a top-notch hotel in La Spezia in north-west Italy while the Type 42 warship was in the port for a three-week overhaul – at 27 years old the Geordie Gunboat needs tender care to ensure she can continue operations.

Combined Services Entertainment – the Forces' provider of shows for men and women on deployment – laid on an evening of music, dance and comedy in a five-star hotel, after the entertainers – pop group T*40, comics Rudi Lickwood and Rhys Darby and CSE dancers – had visited the ship.

"They were all given a tour of the ship – the dancers were clearly not used to warships with steep ladders as they wore short skirts. It clearly whetted our appetites for the evening show," said weapon's engineering officer Lt Cdr Ian Mills.

Other crew sampled some higher culture during the maintenance period, heading off to nearby Pisa, Florence, Genoa or Rome – or back to the UK to catch up with loved ones.

Newcastle is on the final leg of her Mediterranean 'tour', working with other Allied Navies in ensuring terrorists do not move by sea. The seven-month deployment is due to end with the ship's return to Portsmouth in August.

Inquiry into collision

TWO Royal Navy frigates have collided during manoeuvres in the Channel ten miles off Plymouth.

Type 23 frigates HMS Kent and HMS Argyll were taking part in Royal College of Defence Studies Sea Days last month when a "minor collision" occurred, according to a Ministry of Defence source.

There were no casualties, but some "very minor" damage was done to both ships.

Both ships were able to continue with the manoeuvres, and returned to their respective home ports – Argyll to Devonport and Kent to Portsmouth – after the exercises.

Minor repairs will be carried out to both ships in due course.

An investigation into the circumstances is under way.

Squadron visit

A SQUADRON of Baltic-based ships has visited the UK for the first time since 1998.

The unit, known as Baltron, is based at the Estonian capital, Tallinn, and comprises three mine warfare vessels – Lithuanian ship Vatra, the flagship, Estonian ship Sulev and the Latvian ship Namejs.

The three-day visit to Portsmouth was the first leg of a European deployment which also takes in France, Belgium and the Netherlands.



● Bulgarian frigate Smeli during a towing exercise with HMS Edinburgh

A bit of a drag for Edinburgh

TRUSTY destroyer HMS Edinburgh has been helping one-time foes turned friends join the NATO family in the Mediterranean.

For years swallowed up by the Soviet bloc, Bulgaria has since April been a full-member of the military alliance.

Her Naval forces quickly took advantage of that new membership by joining the Standing Naval Force Atlantic or SNFL – pronounced "sniffle" – on exercises in the eastern Mediterranean.

Much of that work involved 'Eddie', as the RN crew helped their Bulgarian counterparts practise the art of seamanship from replenish-

ment at sea to towing, involving the ships Smeli and Atya.

At fewer than 2,000 tons, frigate Smeli is half Edinburgh's displacement, but still managed to take the destroyer under tow.

Greek fighter-bombers simulated air attacks and a Hellenic submarine provided the underwater threat as the Bulgarians practised defence against assaults above and below the waves.

For Edinburgh, which sailed from Portsmouth in April and will not return home before September, working with the Balkan ships proved enlightening.

"The Bulgarians have proven to be proud, enthusiastic and professional

seamen. We have very much enjoyed working with them," said Edinburgh's Commanding Officer Cdr Russ Tuppen.

"NATO has underpinned peace in Europe for the past 50 years. Enlarging it and engaging more countries in dialogue can only be a good thing for our future stability."

The core duty for Edinburgh when with SNFL is to contribute to the collective international war on terror by keeping an eye on seagoing traffic in the Mediterranean, assisted by comrades from the United States, the Netherlands, Portugal, Norway, Denmark, Germany and Italy.

Show of strength from TF150



● Ships from TF 150 assemble in a formation in the Gulf of Oman. During Sea Day numerous events were scheduled to take advantage of the close proximity of the coalition ships and their commanders.

Picture: PH1 Bart Bauer (US Navy)

THE ships of Allied nations joined forces in the Middle East for a symbolic show of strength to plan the next stage of the war on terror under the leadership of a senior RN officer.

Ten warships mustered in the Gulf of Oman, seven of them comprising Task Force 150 under the command of Britain's Commodore Tony Rix, to decide how best to deny terrorists the use of the sea.

A string of navies has committed ships to the anti-terror force which patrols two million square miles of water from the Straits of Hormuz to the Red Sea and the Somali Basin.

Unable to join up for the massing of the fleet was HMS Cumberland, the RN's current commitment to Operation Enduring Freedom, which was 1,000 miles away in the Gulf of Aden on patrol.

Two task forces are committed to tackling terrorism and smuggling in the Middle East region; Task Force 150 patrols from the Red Sea to the Straits of Hormuz, while Task Force

152, currently including HMS Grafton, provides security in the Gulf.

The commitment from the Allied nations is substantial – 2,000 sailors and their vessels make up TF150 – and although the force does not often grab the headlines, Cdre Rix said it played a vital role in providing security in one of the world's busiest maritime environments.

"We never – nor will we ever – reduce the pressure," he said. "We have a vast number of units at our disposal."

"The impression I've gained from the hundreds of people I've met – regardless of their nationality – is that they feel they are doing a worthwhile task in maintaining global security and are proud of their efforts."

"I am sure that they wouldn't swap this for anything less exciting or rewarding."

The gathering was one of the final acts for Cdre Rix's command – he stood down as CO of TF150 on June 1 after five months at the helm.



Tough stag displays its horns

Type 23 frigate HMS Portland will be one of the main attractions at this year's Navy Days down in Plymouth.

Open to the public, the frigate will be specially equipped to allow particularly access for the disabled. She will be berthed in a non-tidal basin, at a height level with the jetty, and special ramps are under construction to make sure that as many people as possible can see around a modern warship. This welcoming time alongside at her home port of Devonport follows on from the Type 23's recent role in this year's largest anti-terrorist exercise off the eastern coast of Scotland.

This is one of a series of exercises that have been putting Portland through her paces in recent months.

Earlier this year the Type 23 was back off Scotland – but to the western side this time – taking part in a large multi-national exercise testing her war-fighting capability in a JMC (Joint Maritime Course).

This was followed by a week in the warmer climes of the Mediterranean, conducting a week's high tempo training in support of the Royal Navy's future warfare officers.

As part of the tough drill that these officers are put through, fast jets from the UK flew daily mock air attacks along with simultaneous live firing of the 4.5 inch gun. In just one week over 300 rounds were fired from the gun.

Prior to honing the frigate's fighting skills, HMS Portland had been part of NATO's Standing Naval Force Mediterranean (SNFM), where she had been patrolling the Mediterranean Sea as part of the Global War on Terror.



● During her time with NATO, Portland boarded vessels using the ship's helicopter, the Demon Stag

During her time with NATO, Portland carried out boardings of vessels suspected of carrying weapons, explosives or illegal

immigrants.

These boardings were conducted using the ship's Lynx helicopter, known as the Demon Stag in def-

erence to the ship's crest, a stag's head.

The current HMS Portland is the eighth ship to bear the name.

Facts and figures

Class: Duke class Type 23
Displacement: 3,500 tonnes standard, 4,200 full load
Complement: 181 (13 officers)
Speed: 28kts; 15 on diesel-electric
Range: 7,800m at 15kts
Missiles: SSM: 8 McDonnell Douglas Harpoon (2 quad) launchers; active radar homing to 130 km (70 k miles) at 0.9 Mach; warhead 227kg (84C). 4 normally carried.
Torpedoes: 4 Cray Marine 324mm fixed (2 twin) tubes; Marconi Stingray

BATTLE HONOURS

Scheveningen	1653
Lowestoft	1665
Four Days' Battle	1666
Orfordness	1666
Coventry	1709
Auguste	1746
Ushant	1747
Magnanime	1748
Lagos	1759
Quiberon Bay	1759

HEROES OF THE ROYAL NAVY No 4

Lt Ian Fraser/Ldg Seaman James Magennis



● Lt Ian Fraser (left) managed to manoeuvre cramped midget submarine XE.3 into a hole below 10,000 ton cruiser Takao while his colleague Ldg Seaman James Magennis (right) went out through the sub's "wet and dry" compartment to fix limpet mines to the bottom of the huge ship

A DOUBLE VC was one of the claims to fame of midget submarine XE.3 – part of the 14th Submarine Flotilla operating in Johore Strait, Singapore.

The recipients came in the shape of Lt Ian Fraser RNR and Ldg Seaman James Magennis.

Flotilla commander Capt W R Fell had been tasked with sinking the 10,000 ton Japanese cruisers, *Takao* and *Miyoko*, moored in the strait off Singapore Dockyard.

Fraser and his two-man crew, one of whom was Magennis, transferred to the XE.3 by rubber dinghy on July 30.

After slipping the tow at the eastern end of the Singapore channel, the crew faced a dangerous passage of some forty miles, past shoals and wrecks, across minefields and listening posts, through a buoyed boom and surface patrols, making their way through the Johore Straits between Singapore and the Johore mainland.

(Had they fallen into Japanese hands, they were likely to be executed as spies).

Navigated by the expert Fraser, XE.3 passed the listening posts in the early hours of July 31.

Without warning, a tanker and its escort loomed out of the darkness and Fraser, in avoiding the vessel, hit the bottom at thirty-six feet, damaging



the logs which he relied on for dead-reckoning navigation.

In the unpleasant 85 degree heat and confinement of the XE.3, the men carried on, working their way steadily up the straits. Just before 2 p.m., having gone nineteen hours without proper sleep and nine hours submerged in the tiny submarine, Fraser began his attack.

Takao was anchored in water only 11 to 17 feet deep, but lay across a depression in the seabed some 500 feet wide. Fraser had somehow to get the sub into the hole below the ship.

At the second attempt, he slid XE.3 under the target. Magennis went out and fixed limpet mines to *Takao*'s bottom before returning to XE.3. Fraser then had to release the two side-charges, but the starboard side stuck. Armed with a spanner, Magennis insisted, as the diver, on going out again and, after five minutes, released the charge.

On August 5, augmented by charges from XE.3's sister midget, a huge hole was blown in *Takao*'s bottom.

Fraser and Magennis received their VCs on December 11 that year. Fraser never obtained a commission in the regular RN and was discharged in 1947. Magennis joined Harland & Wolff's as an electrician after the war.

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Letters

JACK



Exeter survivors

I NOTE with interest the piece about HMS Exeter's wooden mast, which the Exeter Flotilla made into a cross and presented to the present HMS Exeter (April issue).

As a member of the Exeter White Ensign Club, I can tell you that we also have a piece of the mast, with the brass plate attached indicating its history.

After the Battle of the River Plate, the ship had a refit and the mast was replaced with a tripod. The old mast was presented to Exeter City Council and was used as a boom on the lock gates of the local canal.

After several years it was showing signs of wear and at least two Naval organisations managed to acquire it and turn it into pieces of memorabilia. — F. J. Vosper, Exeter

WITH reference to the age of HMS Exeter survivors (May issue), my neighbour Tom Adams will be 96 in September.

He was a gunner's mate in 'A' turret when she was sunk in the Java Sea. Does that make him the oldest surviving member of HMS Exeter? — D. Jones-Green, Newton Abbot

IT IS not common knowledge, but after the Graf Spee sank the wreck was bought by a local scrap company which was owned by a British parent company.

They removed a lot of the plates (which were of very high grade steel) and shipped them to the UK where they were used in warship repair and in building new ships.

Thus Hitler's much vaunted raider became a source of much-needed steel for Britain's war effort.

Wouldn't he have been brassed off if he had known? — N. W. Gerhard, Armadale, W. Australia

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. email correspondents are also requested to provide this information.

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Southern beaux

PHWOAR! Thanks so much for the witty pictures of 'Extreme Ironing' in Antarctica (April issue).

You have made a middle-aged woman very happy. Is there any chance of the full photo — complete with penguins and bare legs — being enlarged and issued as a centrefold one day? A cutaway of a Hawker Siddeley Buccaneer isn't the same somehow... And have the two HMS Endurance hardy hunks got first names, or at any rate printable nicknames? — **An MEM's Mum** (name and address supplied)

Sorry, MEM's Mum — this is the best we can do, owing to lack of space. Just for you, though, a centrefold sized version is in the post. No doubt the names will be supplied in due course. — Ed



Lowered eyebrows at FONA's Divisions

WHAT a fantastic 'dit' about J. R. Patrick being detailed off as Mess cook, as written in 'More pot mess dits' (May issue). Myself and others I have pointed it out to have been in fits of laughter.

I left the RN two years ago, having accumulated 23 years within the Fleet Air Arm — and many a good 'dit'.

My favourite was when 'Jet' Weavers had his eyebrows shaved off during a bit of a skylarking session around about 1981.

He was nicknamed 'Jet' because his hair was so black.

The following day, RNAS Yeovilton was about to hold FONA's Divisions and Jet was trying his hardest to be excused by the Squadron Regulator because of his lack of facial hair.

A man without eyebrows is one of the funniest things I have ever seen in my life.

The Regulator pointed him to the hard standing and told him to face the music — "You will attend Divisions!"

If ever we needed a presence of high ranked officers it was today. Our wishes were granted — FONA had decided to invite just about every one of them from Admiralty in London so that virtually every platoon could be inspected by a top-brass.

We managed to get Jet to smear a thick line of ZX38 (graphite grease) above his eyes to look as though nothing was wrong.

From ten yards Jet didn't look any different from anyone else and proceeded to fall in with the rest of our platoon.

Divisions were well under way when it became noticeable that the sun was now getting high in the sky and baking us to the core as we stood on parade.

Jet's right hand would sharply move up to his face now and again and then move swiftly down, having rubbed the ZX38, which was now melting in the sun and proceeding down his face.

What he didn't realise was that every time he rubbed, he was smearing it in and before long, what with his sailor's cap on top, he looked like a pint of Guinness.

Needless to say, the rest of the platoon, myself included, had tears running down our faces as we were just about to be inspected.

The inspecting officer (bless

him) quickly walked through our platoon as he could obviously see that we were all in a bad state of distress.

The Master at Arms had other thoughts, though, and stopped to ask why Jet's face looked like a coal miner's.

Jet replied that the cream he was using for his dry skin had an adverse effect in hot temperatures and turned black...

The Joss man cautiously eyed Jet up and down and, without saying another word, proceeded with the inspection.

FONA even had a smile on his face whilst taking the salute — Oh, happy days. — Ian Ditch, Yeovil.

Cavalier support



WHAT a splendid ship's crew the officers, men and ladies of HMS Kent are, who supported the HMS Cavalier Association and 60th anniversary weekend at Chatham.

From their entry in the drizzle on the Friday to providing tours of their ship on the Saturday and Sunday, joining with us at our dinner and attending the church service, they are a credit to today's Navy.

The RN Presentation Team also supported us well, with a fast and active presentation. — D. Thompson, Weston-Super-Mare



Malta's Forces Sweetheart – Mary Miles

I WAS astonished to see the photo of the Malta cabaret troupe the Whizz-Bangs (March issue) – my mother, the late Maria Miele (stage name Mary Miles) featured in the line-up.

She was an entertainer/singer/dancer/actress with ENSA for four whole years in Malta during World War II and before and after as well.

Born in Ilfracombe, Devon in 1910, her parents were immigrants from Italy. At age about 17 she started her theatrical career, touring all over Europe with her company. She was interested in singing and ballet, making her own costumes.

Following her ENSA work in Malta she returned to the UK, but continued touring, mostly in charity work. She was married in 1947.

I was born the following year and in 1951 we emigrated to South Africa, returning to the UK again in 1958. My mother died in 1994.

Maria was the 'forces favourite' of Malta, where her signature song was 'It's a Lovely Day Tomorrow'. She visited gun sites at the height of the 'blitz', entertaining the gun crews and the Army Educational Corps noted: "In the huge Command Theatre or in the smallest NAAFI hut, this Devon songstress has brought music and charm to thousands of troops whose appreciation can only be realised by the full-throated applause that greets her every appearance".

At the end of her four years' service with ENSA she received the personal congratulations of the Governor of Malta, Lord Gort – and of Noel Coward. – Anthea Shavelson, Weymouth



Even judges must now do jury service

I WAS surprised and somewhat shocked by the tone of Cdr Hanna's letter regarding jury service (June issue).

David Blunkett decided that if trial by jury was to be retained everyone should be eligible for service.

Cdr Hanna may be interested to know that that includes all judges and barristers and I know that a Lord Justice of Appeal has already been called up for jury service and has had to clear his list of cases during those two weeks.

Until now I have always been exempt for service, firstly during my naval service and latterly working in the court service.

Unlike Cdr Hanna I have always resented the fact that I could not take part in what after all is a public duty. It has always seemed most unfair to me that a businessman or woman, perhaps running a business with very few staff, has to give up two weeks to serve on a jury, or give up staff while we in the services or Civil Service have been excused.

And what of the busy housewife with a family to run, she is not excused.

I do not believe that my job either when I was in the RN or now is more important than that. I am sure that if Cdr Hanna cannot be spared his senior officer will ensure that the authorities are informed. I believe that servicemen or women deploying will have

their jury service postponed and so only those available will be expected to serve on juries.

I can assure Cdr Hanna that he will not have to carry out jury service during his leave – all employers are required by law to release their employees for jury service. They are not allowed to count the jury service as annual leave. Of course housewives who are called up for service just have to give up their time. – H. I. Axtom, Walmer, Kent.

The Criminal Justice Act 2003 does have a clause to prevent individuals whose units are about to deploy on operations from being called if their absence would prejudice operational effectiveness. It is understood that this will be used only sparingly. – Ed

Ensign by warrant

IN THE reply to G. Nightingale's letter (May issue) on the use of the White Ensign it is stated that HMS Belfast wears the ensign because the White Ensign Association have their headquarters on board. This is incorrect.



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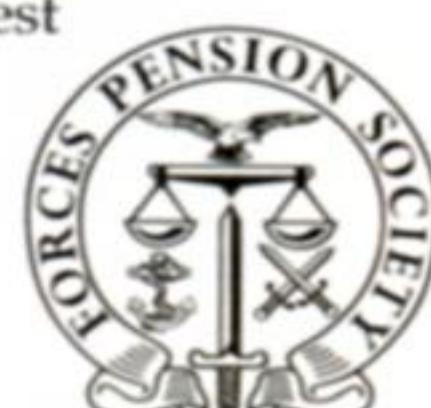
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Helping Hands

Saddle sore Shoreham Saddle up, Chiddingfold

HALF a dozen hardy crew from mine countermeasures vessel HMS Shoreham jumped ship in Falmouth – but only so they could ride to the south coast town of the same name for charity.

The sextet set themselves just three days to cover the 288-mile journey from Cornwall to Sussex – in time to re-join their Sandown-class ship ambling along the Channel to meet up with the cyclists in Shoreham.

Day one saw the riders reach picturesque Lyme Regis just into Dorset, despite going on an unscheduled detour around Exmouth. The second day of the journey saw the sailors powering along at an average of 18mph, almost reaching their goal.

In spite of technical problems and 'breakdowns' – including a double blowout – the sailors reached Woking, ready for the short hop down the coast to Shoreham the following final day.

The Shoreham team – which deserves an accolade for some excellent nicknames – featured XO Lt Chris

Bowen, PO(D) Jase Dawson, Divers 'Punch' Fenwick and 'Jesus' Carroll and OM(MW)s 'S' Alcock and 'Marmite' Wiltshire, plus back-up drivers LCH Sid Wilkins and OM(MW) 'Chewy' Untilis. Their efforts raised £750 for the Adur Council for Voluntary Services which supports charities in the Shoreham area.

While Shoreham's sailors have stiff legs, HMS Chiddingfold's crew are readying theirs for the 43-mile ride from the ship's home port of Portsmouth to the Surrey village she draws her name from.

Twenty-five crew members – more than half the ship's company, led by CO Lt Cdr Ken Houlberg – are cycling in relays, with all 25 covering the last mile of the August 3 ride *en masse*.

Navigating officer Lt Douglas Owen said crew were confident they could complete the trek in six hours, raising money for a new computer suite for the village school.

Anyone wishing to support the Chiddingfold cyclists should contact Lt Owen via the ship at BFPO 254.

There is a corner of Sierra Leone that is forever Cardiff

VOLUNTEERS from veteran destroyer HMS Cardiff have made their small mark in the lengthy process of rebuilding the west African state of Sierra Leone.

Thirty crew left the ship behind when she visited the country to – appropriately – help build Cardiff Hill Station Preparatory School.

The country's president, Dr Alhaji Ahmad Tejan Kabbah, decreed the school should bear the Cardiff name – and not purely because the ship was on a six-day visit to Sierra Leone's capital, Freetown.

Dr Kabbah was educated at Cardiff College of Technology and Commerce back in 1959 (it's now part of Aberystwyth University).

As for the Type 42 destroyer, she's part-way through her spell as Atlantic Patrol Ship (South), calling at numerous west African states to bolster links with the UK before heading west to South America and the Falkland Islands.

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● Leap of faith: Mark Hengeveld from HMS Collingwood learns to fly the unconventional way, strapped to Red Devils parachute instructor Gavin Tuckley, high above Netheravon airfield near Salisbury. Mark was one of five personnel aged 17-69 from the Fareham establishment, plus junior ratings, who jumped on behalf of the Multiple Sclerosis Society. The jumps raised £3,000 for the charity.



● Only a 900m lake swim, cycle ride, orienteering, another swim and bike ride to go... (Above) OM Lewis and OM(C) 'Andy' McNab on the 9km fell run and (left) LOM Justin Lewis is helped out of the lake by soldiers after swimming 900 metres as HMS York takes part in the 'Race the Sun' challenge

Little fun in this run in the sun

WITH your ship in a lengthy refit, why not take it easy?

Not so sailors from HMS York, who took up a challenge set by their affiliated Army unit to 'race the sun' – a punishing swim-, run-, bike- and orienteering-athon.

The military's commitments over the past two years has forced organisers 2nd Signal Regiment to cancel the event, but this year they re-instated it – and invited the RN along for good measure.

The race began at dawn as a 12-strong team from the Portsmouth-based ship set off on a half-marathon, 9km fell run, 900m swim through a lake, mountain bike trek, orienteering through a forest and on bike, and finally a 400m swim followed by a 20km cycle ride – mercifully all in legs.

"The lake swim was a bit of a shock to the system and a tough event, but very enjoyable," said LOM Justin Lewis.

Participants are expected to run for 15 miles, row a further 10, then end off with a 26-mile cycle ride.



● Fists of fun: The Navy's 'Mr Boxing' PO(PT) 'Q' Shillingford (standing next to the New York City policeman) with pupils from Mayfield School in Portsmouth

Fash bash for cash

YOUNGSTERS suffering from cerebral palsy will benefit from a fashion show staged by senior ratings and their partners at the former HMS Dryad.

The Warrant Officers' and Senior Rates' Mess staged an evening of entertainment at the Maritime Warfare School at Southwick Park, as Dryad is now known, culminating in a Tom Jones tribute and fashion show (not at the same time).

Top and Bottom in Cowplain supplied the ladies' outfits; men donned attire supplied by Suits You at Gunwharf Quays, and in doing so raised nearly £900.

The money goes to the Rainbow Centre in Fareham, which has been supported by the mess for the past 12 months.

RN assists gym genies

CONTINUING links between the Senior Service and gymnasts in Essex have been cemented further with the latest donation supporting the efforts of the Blue Falcons.

The Chelmsford-based gymnastic team have held world records, appeared at Royal Tournaments and on BBC children's show *Blue Peter*.

The town's RN and RM recruiting office has added to earlier donations to provide the 70-strong squad with new kit and tramps with a £500 donation for specialist gymnastic mats.

"The Blue Falcons are excellent gymnasts and a great advert," said CPO Phil Bridge from the recruiting office.

"Sport and adventure training play a big part in the Royal Navy as it fosters and promotes teamwork, which is what the Service is all about."

Marc races past half-way

DEVONPORT Naval Base employee Marc Craig has reached the half-way point in his bid to complete 10 distance races this year to help forces families.

The 27-year-old took up running following a New Millennium resolution to get fit and has set himself the challenge of running nearly 80 miles this year for SSAFA Forces Help.

The challenge began in February when Marc finished the Plymouth Hoe 10-mile race in 1 hour 11 minutes; he'll complete it hopefully on November 14 with the Tavy seven-mile race.

The half-way milestone was achieved on May 30 when Marc trotted past the finish line in the Plymouth half marathon.

"So far I'm really enjoying it," he said. "The whole experience is turning into two challenges, not only the running but also raising money. So far both are going well."

"You could say I'm living a completely different life than before."

Q's ok in NYC

NAVAL boxing stalwart PO(PT) 'Q' Shillingford couldn't escape the ring even when he crossed the Pond with youngsters visiting New York City.

'Q', based at Royal Hospital Haslar and Fort Blockhouse in Gosport, was invited by bosses at Mayfield School in Portsmouth to join the school's trip to the Big Apple as thanks for his work with local youngsters.

The school had rewarded children for good conduct in the previous year and took them – and 'Q' – to the traditional sights: Statue of Liberty, Central Park, Ellis Island and the Empire State Building.

The petty officer in turn used his boxing contacts in the New York Police Department to arrange trips around the city and persuade a policeman to describe the challenge of being a NYC cop.

"The trip was brilliant – the idea of giving the children a chance to visit another part of the world is fantastic," said 'Q'.

The USA has not seen the last of 'Q'. The senior rating plans to return in September, taking the Combined Service Boxing Team to Washington to challenge their counterparts from the US Army.

Duke drops in for Clyde catch-up

THE Duke of York dropped in on HM Naval Base Clyde to catch up with developments – and caught up with an old shipmate.

In a day-long visit to Faslane, Prince Andrew turned the first soil for new accommodation, was briefed on the huge 'super mess' project to transform the sailor's lot, saw preparations for the arrival of the first of the Astute-class hunter-killer submarines and shared memories with WO Ian Rigby, who served with the Duke in HMS Campbeltown more than a dozen years ago.

A £100m jetty is being built to accommodate the Astutes, which are due to serve at Faslane from 2008; a further £125m is being ploughed into the 1,754-berth 'super mess', a leisure, dining and accommodation complex for single sailors.

Family accommodation is also being revamped in nearby Helensburgh around Churchill Square and a new recreation area is being provided.

"There's a huge amount going on here at the moment – it's a very exciting time for the base and we had much to tell the Duke of York," said base commander Cdre John Borley.

"It's a nice touch that he also met an old friend and shipmate."

Dartmouth marks Entente Cordiale

BRITANNIA Royal Naval College at Dartmouth welcomed the two top men from the French and British navies as part of the celebrations of the 100th anniversary of the Entente Cordiale.

First Sea Lord Admiral Sir Alan West and his French counterpart Admiral Jean-Louis Battet took the salute for a ceremonial Beat Retreat performed by the Royal Marines Band, Lympstone.

Kryten takes to first 42

CREW of HMS York are over a barrel at the arrival of their latest piece of kit: a new 4.5in main gun.

York is the first of the Type 42 destroyer fleet to be fitted with the angular new gun, already introduced in the frigate fleet.

Known affectionately as the 'Kryten' after the Red Dwarf TV sitcom character with a similarly shaped head, the 15-tonne piece of armament is able to fire at the rate of 23 rounds per minute at targets up to 26,000 yards away – a distance which will increase with the arrival of improved shells, currently being distributed to vessels.

The gun may not look as attractive as the bulbous traditional 4.5in gun, but the new outer casing is designed to reduce the radar cross section.

Other improvements include less reliance on hydraulics – which in turn means the gun is more reliable, easier to look after and lighter.



• Lt Ian Robertson and his team from HMS York stand proudly before their new MOD 1 4.5in gun

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Rover range - Fuel consumption mpg (L/100km) ranges from: Urban 17.9 (15.8) - 39.2 (7.2), Extra Urban 37.2 (7.6) - 68.3 (4.1). Combined 26.6 (10.6) - 53.8 (5.2). CO₂ emissions range from 160 - 254 g/km.

MG range - Fuel consumption mpg (L/100km) ranges from: Urban 15.8 (17.9) - 39.2 (7.2), Extra Urban 27.2 (10.4) - 68.3 (4.1). Combined 21.5 (13.2) - 53.8 (5.2). CO₂ emissions range from 160 - 214 g/km.



People in the News



● This is so much easier than my day job... Second Sea Lord Vice-Admiral Sir James Burnell-Nugent re-learns the art of bubble blowing with two-year-old Grace Batterby at Alexandra House in Plymouth. The admiral paid his first visit to the care and residential respite home for the children of Service personnel. "Alexandra House is an excellent child-care facility which can take pressure off Service families," said the Sea Lord after his tour of the home, opened in its current premises four years ago. Alexandra House was set up as an orphanage for the daughters of Service personnel killed in action, but has evolved to become a day care nursery for the under fives as well as offering residential care.

Picture: LAI(Phot) Ray Jones

Police praise wounded chef for foiling burglars

THE selfless actions of chef Christopher Ferrier have been recognised by police in a national award.

The petty officer from Torpoint, currently working at the Old Naval Academy in Portsmouth, was stabbed in both legs as he foiled a burglary in his native Torpoint in Cornwall.

In January last year, the senior rating (pictured right) spotted two suspicious figures entering a neighbour's house and confronted the intruders as they left.

Both burglars fled; one escaped, but PO Ferrier chased and caught – the second raider as he tried to make a citizen's arrest.

As he grappled with the burglar, the thief thrust a screwdriver and a large hunting knife into both of the chef's legs.

Despite these wounds, CPO Ferrier continued to hold on to the burglar – and raise the alarm – long enough for police to arrive.

The raider was later sentenced



to a two-year rehabilitation order. Nearly 18 months on from his unselfish act, the senior rating was one of just 22 people nationally to receive a silver medal at the Chief Police Officers' conference for his bravery.

Kieron's Merlin magic rewarded

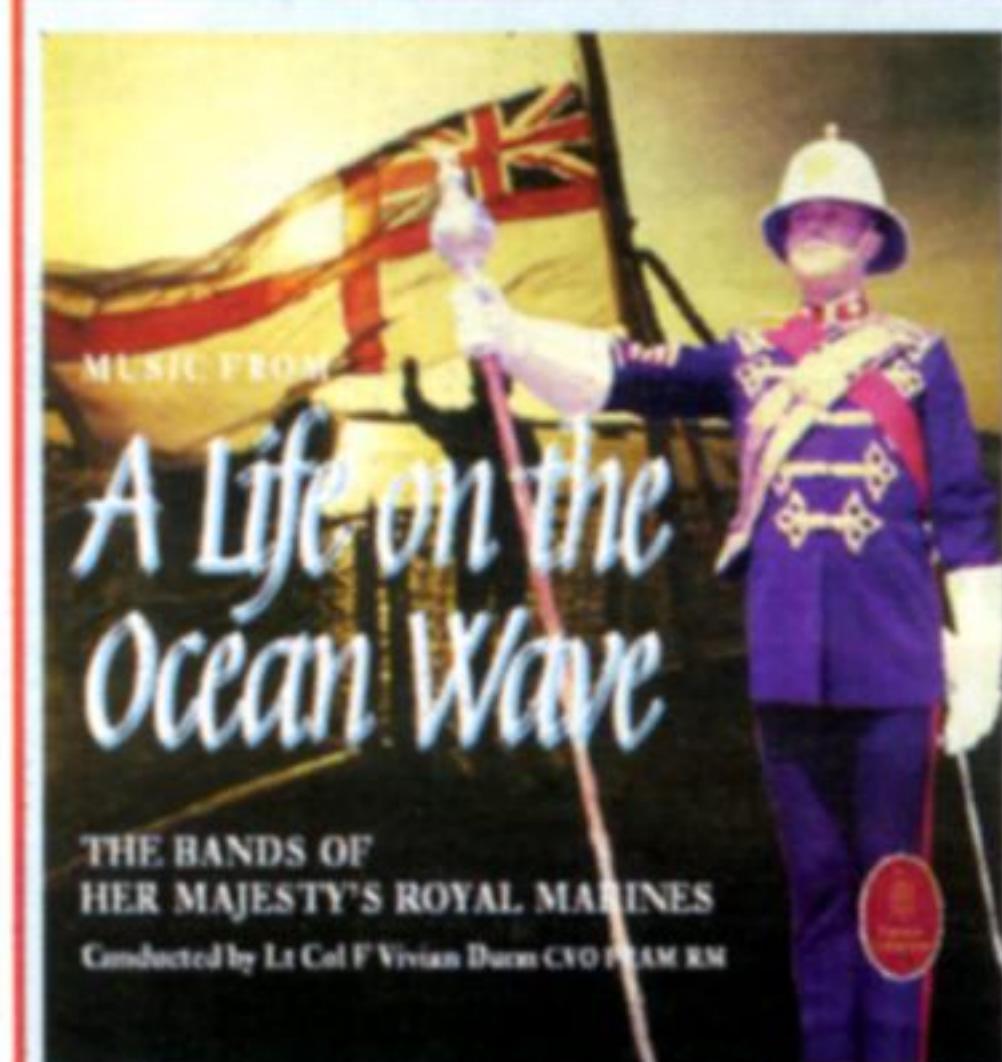
YOUNG engineer Kieron O'Flynn has become the first recipient of an award celebrating excellence among junior mechanics.

The 23-year-old based at RNAS Culdrose was awarded the title of the Fleet Air Arm's Air Engineering Trainee of the Year by the Royal Aero-Nautical Society.

The award has been instituted to recognise the efforts of the best air engineer mechanic or air engineer artificer to complete training.

AEM O'Flynn underwent 23 weeks on a Merlin engineering course, both using 824 NAS' state-of-the-art Merlin training facility and the squadron's helicopters.

FAA leaders singled him out not only for his competence in training but also for his "outstanding contribution to the squadron's maintenance effort".



A Golden Centenary: 22 historic recordings to celebrate the Royal Marines Band Service's centenary 1903-2003. This selection from their Gold Disc winning albums includes all the favourites: *Under the White Ensign*, *A Life on the Ocean Wave*, *The Globe and Laurel*, *Commando Patrol*, *Waltzing Matilda*, *Blaze Away* and the ever popular nautical tunes *Three Jolly Sailormen* and *The Sailor's Holiday*. Also *The Huntsmen* (post horn solo), *Two Little Finches*, *Pomp and Circumstance March No. 5*, *Cornet Carillon*, *Sandpaper Ballet* and many more. Sir Vivian Dunn conducts the Bands of HM Royal Marines Portsmouth & Royal Marines School of Music.

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England hero unveils Naval hero's Legacy

THE last wish of one of the Fleet Air Arm's most distinguished wartime pilots has been honoured with the launch of a new lifeboat.

Lt Cdr Philip King served his nation for more than a decade during its most critical test of the 20th Century.

Three years after his death, his generosity will serve his nation again, this time safeguarding lives on the capital's artery, the River Thames.

The Royal National Lifeboat Institution boat was named by England rugby star Lawrence Dallaglio.

The Legacy, as she is known, is dedicated to the memory of the 51 people who lost their lives in the Marchioness tragedy in 1989, when the pleasure cruiser collided with a dredger in the Thames and sank.

Lawrence's sister Francesca was among those who died in the disaster.

A bequest from Lt Cdr King, who died in Bexhill-on-Sea in Sussex in 2001 provided the boat; the former flier had no surviving relatives when he passed away.

And he knew what it was like to be rescued at sea.

As a junior officer he switched from the RAF to the Fleet Air Arm four months before war broke out, flying Fairey Swordfish with 811 NAS out of Eastleigh.

With conflict imminent, the lieutenant and his squadron joined HMS Courageous. Before the first month of war was out, Courageous had been torpedoed, taking more than 500 crew down with her.

Rescued from that disaster, Lt King was later posted to 832 NAS which embarked on HMS Victorious and escorted the first Arctic convoy – codenamed Dervish – ferrying supplies to the Soviet Union.

By 1943, Lt King had been given command of 822 NAS in HMS Furious, carrying out diversion operations off Norway while Allied forces landed in Sicily.

He was later transferred to HMS Begum as lieutenant commander (flying) performing escort duties in



● Rugby Union star Lawrence Dallaglio with Legacy, the lifeboat paid for by the generosity of flier Lt Cdr Philip King (pictured right as a lieutenant)

the Indian Ocean.

His varied FAA career came to an end in January 1948 when he left the Service.

Lt Cdr King's Legacy will serve the RNLI on the Thames from Teddington to Chiswick then Tower Pier operating a search-and-rescue service. Its predecessor was called out on average twice a day, helping to save the lives of more than 270 people in 2003 alone.



Mick's been catering for the RN very well indeed

AN Army marches on its stomach, the Navy sails on its.

And it's thanks to the efforts of WO Mick Hickman that it sails so well fed.

The senior rating beat off competition from the RN's two sister forces to be named Armed Forces Caterer of the Year at a gala dinner in London.

Officially the Fleet Catering Officer, it's the task of the warrant officer to ensure that the victualling of all ships and submarines runs smoothly.

Judges of the contest said Mick was highly respected, not just throughout the RN, but also by the Army and RAF for his logistical knowledge and personal qualities.

"Catering in the Fleet could not be in safer hands to deal with the many and varied challenges it faces," they said in awarding Mick the title.

Dawn of a new era for Wildfire

HISTORY has been made at the Royal Naval Reserve unit based at Northwood, with the appointment of its first female – and first nurse – as the Commanding Officer of HMS Wildfire.

Cdr Dawn Kenney was handed the reins of the unit from outgoing CO Cdr Jevan Morris.

Cdr Kenney spent 10 years in the RN full-time before joining the Queen Alexandra's Royal Naval Reserve Nursing Service, which she has served with aplomb for the past two decades.

The mother-of-two was mobilised for last year's conflict in Iraq, serving with 34 Field Hospital – service which earned her an OBE.

When not in RN uniform, Cdr Kenney works as matron at an elderly care village in south London.



● Course for comfort: The final batch of principal warfare officers – (l to r) Lt Cdrs Nigel Jones, Charles Maynard, Tim Green, Tris Kirkwood, Lts John Patterson and Philip Harper, First Officer Sam Shattock and Lt Cdr Colin Downs pose outside Dryad's famous wardroom, Southwick House, with dogs (l-r!) Twinkle, Tilly, Tully, Flags and Wellington. The first three belong to Lt Cdr Maynard, Lt Cdr Kirkwood and Lt Patterson respectively; the last two canines were borrowed for the occasion.

PWO is me: Fighting Badgers mark end of an era at Dryad

MORE than three decades of Naval history have come to pass at the former HMS Dryad with the last principal warfare officers to pass out of the establishment.

Lt Cdrs Nigel Jones, Charles Maynard, Tim Green, Tris Kirkwood and Colin Downs, Lts John Patterson and Philip Harper and First Officer Sam Shattock RFA are the 137th and final group to be put through their paces at Dryad, since 1972 the home of PWO training, when the course was inaugurated.

In battle, the PWO serves as the right-hand man, or woman, to a ship's commanding officer in the operations room, helping them direct all aspects of a modern Naval battle.

PWO Course 137 – better known as the 'Fighting Badgers' (hence the crest) – arrived at Dryad in April

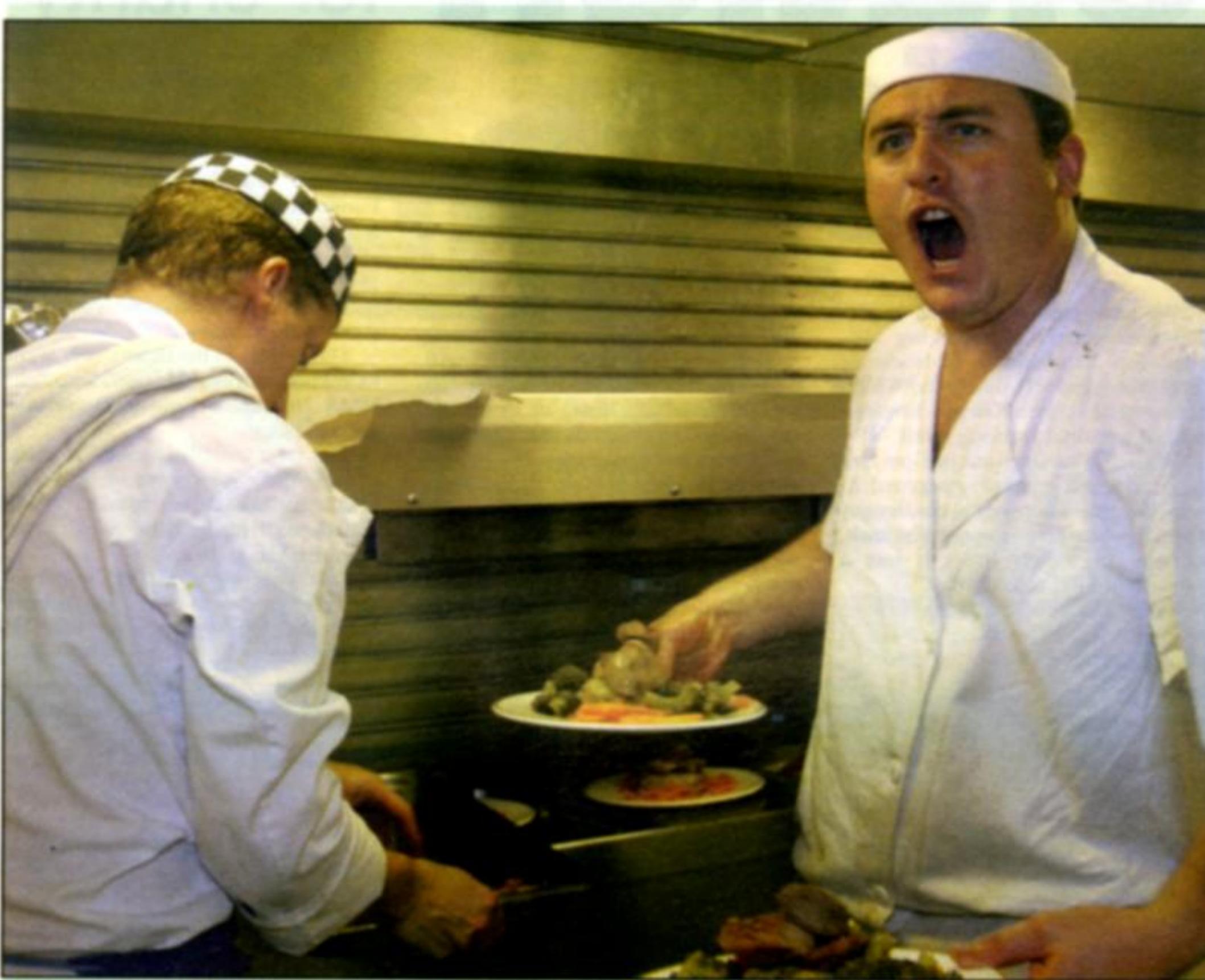
last year for 13 months of intensive training, finally passing out on May 14 2004, with the establishment already decommissioned.

"We've had three babies between us, with another one due within a month – the head of the war officer's training group, Cdr Stephen Hopper, told us on day one of the course that we should make the most of the time and have babies," explained Lt Harper.

"We took him at his word. He also said: Move house and build a car, and we did that too. We reckon our children should be ready for PWO course 257 or so!"

Three days after these eight officers passed the course, the first batch for the next warfare course turned up at HMS Collingwood in Fareham, the new home of PWO instruction.

People in the News



• "Hell's Kitchen? Nothing on this place, mate..." A heated moment for LCH Nick Carter and LCH Black in HMS Monmouth's galley. The Type 23 frigate, presently on drug-busting duties in the Caribbean, hosted the first leading hands mess dinner in the history of the Senior Service in the ship's junior rates' dining hall. All 39 of the Black Duke's killicks sat down to a traditional roast, plus two guests: Cpl Dan Fiddy and Casper the dog, on loan from the Army to the RN to help in the war on drug traffickers. Casper, if you were wondering, holds the rank of corporal – the Army's equivalent to leading hand.

Picture: LA(Phot) Wheelie Barrow

Dr Catherine's patience turns to quotients

WHAT do former newspaper editor Andrew Neil, BBC newsreader Darren Jordan, *EastEnders*' Ian Beale and Britain's van drivers all have in common?

Well, none of them are as bright as Navy medic Catherine Doran, top scorer on a national TV challenge testing the UK's IQ.

In fact, most of the country doesn't measure up to the surgeon lieutenant commander, currently serving as a surgical registrar at Frimley Park Hospital in Surrey.

Catherine walked away from the BBC's *Test the Nation* show as top of the pile, having answered 70 questions in a contest against fellow doctors, drivers, gardeners, triplets, redheads and models, plus a smattering of celebrities – all conducted on live TV watched by millions of viewers.

Opportunity Knox for Maggie

WELFARE officer Lt Maggie Knox's long-standing efforts to make life better for RN personnel and their families were acknowledged when she was nominated for an award as one of the UK's top public servants.

The Portsmouth-based officer (pictured right) has served in the RN for 32 years, 29 of them in the Naval Families Service.

Currently involved in Royal Marines welfare, which she has helped to re-organise, the lieutenant has faced a particularly challenging spell with the commandos involved in front-line action in the Middle East.

She used her own time to individually counsel families suffering bereavement or serious illness – operations in Afghanistan, Northern Ireland and Iraq have added considerably to Lt Knox's workload.

The officer was nominated for the Public Servants of the Year awards, an event endorsed by Prime Minister Tony Blair. She lost out in the 'making a difference to people category' to a council employee from Camden in London.

So no pressure, then?

"After a short time you don't realise you're on TV – you're more focused on answering the questions in time," Catherine explained.

The BBC turned to the RN and asked it to provide three doctors for a 'doctors team' of more than 50 GPs, surgeons and consultants in a studio audience drawn from a cross-section of society, while viewers at home also took part in the show, presented by fearsome quiz-mistress Anne Robinson and Philip Schofield.

The IQ test focused not on general knowledge – like Mastermind – but mental dexterity, similar to the challenge posed by Admiralty Interview Board tests. It obviously proved useful for the surgeon lieutenant commander, who notched up an IQ score of 143.

"I thought it was going to be a general knowledge quiz – which

I'm not very good at. But IQ tests are not so much intelligence as whether your brain works in a certain way," Catherine explained.

"You could have knocked me out with a wet fish when I won. They'd had the spotlight shining in my face for ages – I just wanted them to turn it off. I didn't realise it was on me because I'd got the highest score."

The doctors proved the most intelligent group in the studio, way ahead of the celebs and redheads, while the models lived up to stereotypes with the lowest average IQ score of 97.

If you thought Catherine's score was a Naval blip, think again. The residents of Plymouth are apparently the third most intelligent in the UK (after Cardiff and Aberystwyth); Portsmouth didn't figure in the test, but near neighbour Southampton came fourth.



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● The scenic Atlantic island of St Helena viewed from HMS Scott

Scott of the Atlantic

SURVEY ship HMS Scott took a break from charting the oceans to visit one of the most remote islands in the western hemisphere.

St Helena, last 'home' to Napoleon, was the unusual stop-off for Scott on the latest stage of her mammoth deployment.

The Atlantic isle, just 47 square miles in size and with a population of 7,000, is best known as the French leader's 'prison' from 1815 until his death six years later, following his exile from France after defeat at Waterloo.

Scott's crew took advantage of their brief break to tour St Helena, while the ship hosted a reception for the assistant governor and families of Service personnel living on the island.

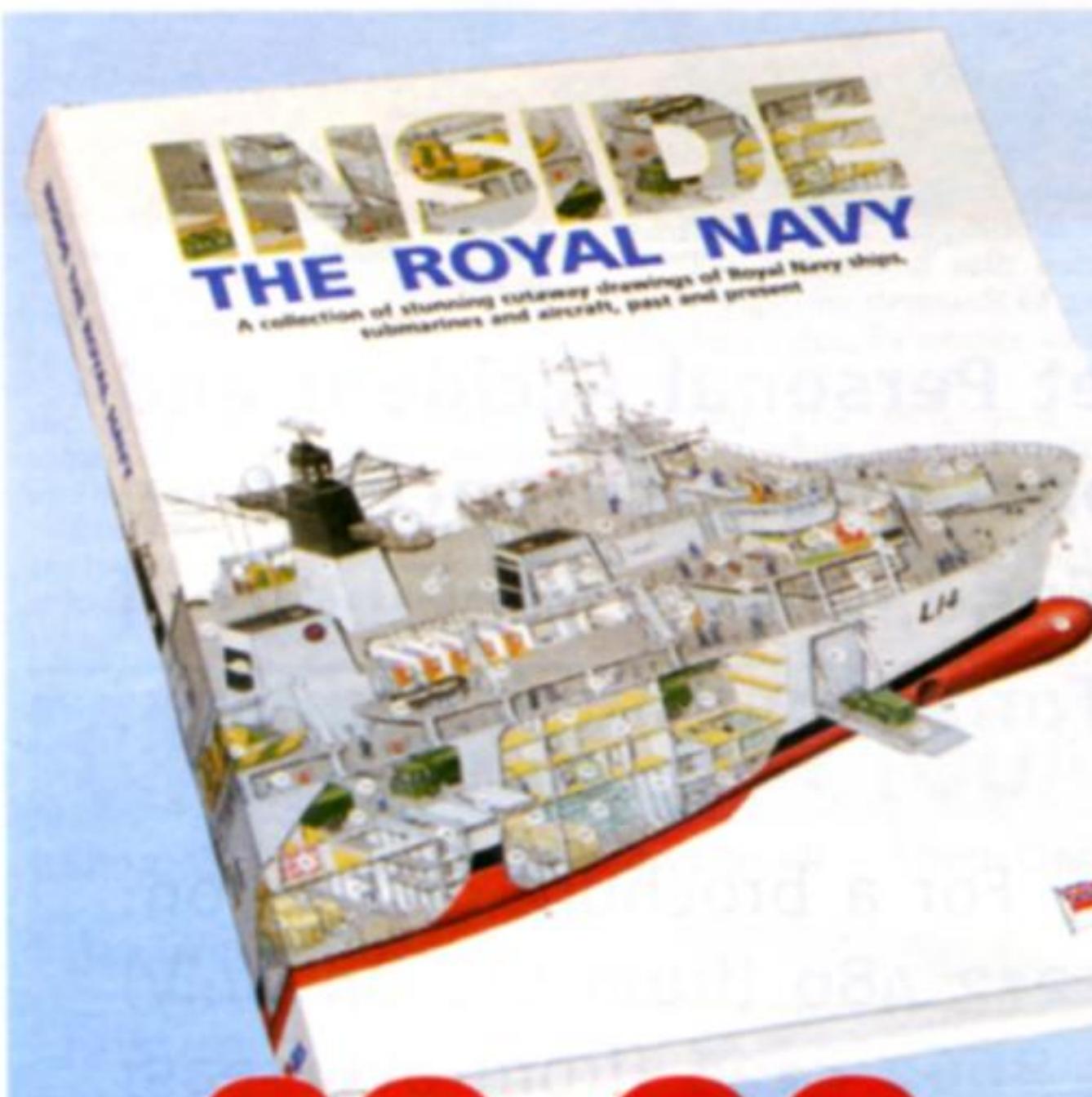


● HMS Scott off St Helena

Picture: Lt L.A. Egley (US Navy)

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Revolution at Raleigh

THE FIRST trainees to undergo a revolutionary Royal Navy training programme passed into the Fleet at the end of last month.

Members of Cornwall and Drake Divisions who make up the 19/04 Entry, passed in at HMS Raleigh, having successfully tackled the new and demanding course which is "more relevant to life at sea today."

Changes to the eight-week basic training course have been made to better prepare individuals for their role in the modern Navy.

The syllabus recognises that trainees live in a "less-formal society" and now focuses on harnessing the strengths of the individual and using those strengths and skills to the best advantage of the team.

Gone is the preoccupation with kit checks and maintenance, and in their place is a greater focus on maritime matters, with more time spent on the water and training designed to promote and understand modern operations and warfare.

The final element of the course is a physically and mentally-demanding military exercise, which aims to bring together the core elements learned over the previous eight weeks.

Cdr David Pond, Commanding Officer of HMS Raleigh, said: "I wanted basic training to be more challenging, more dynamic and more relevant to life at sea today."

"Turning civvies into sailors is one of HMS Raleigh's most important roles."

"We have the vital task of beginning the process of changing attitudes to inculcate a bedrock of naval ethos and self-discipline which are essential elements in the development of personal fighting spirit.

"We must ensure our sailors are physically and mentally prepared to meet the ever-increasing challenges of modern warfare – a complex task, but one in which Raleigh has a unique and vital role to play."

HMS Raleigh, at Torpoint in Cornwall, is the Royal Navy's initial training establishment for ratings,

providing a wide-ranging and intensive course in general training.

The final military exercise will now include elements such as weapon-handling test, a simulated smoke walk, an endurance course and teamwork exercises.

Once finished at Raleigh the recruits go on to further training in their chosen professions – some, such as logistics specialists and submarine crews, will attend the relevant schools at HMS Raleigh, while others go to training establishments in other parts of the country.



● RFA tanker Wave Ruler carries out the historic Replenishment at Sea (RAS) manoeuvre with Mexican frigate ARM Victoria in the Mexican Caribbean

RFA's Mexican Wave

A ROYAL Fleet Auxiliary tanker has made history by conducting a replenishment at sea (RAS) with a Mexican warship.

RFA Wave Ruler supplied the frigate AM Victoria with fuel in the Mexican Caribbean during the auxiliary's deployment as Atlantic Patrol Tanker (North).

The Mexican Navy is undergoing significant expansion and modernisation, and a request was made for British assistance in training in relation to the expanding navy's efficiency, and to verify the operation and efficacy of their RAS equipment.

Initial training and co-operation began when Wave Ruler visited the

Rescue crew nominated

Two members of an RN search and rescue team have been nominated for an award following a mission which saved the life of an injured yachtsman – the third time the pair have been lauded for their efforts.

The names of LA Graham Hatch and POA David Rigg, of 771 NAS, were put forward for the Vodafone Life Savers Award by the squadron's Commanding Officer Lt Cdr

port of Cozumel in May, when harbour exercises involved seamanship skills with the RAS rig, tactical communication training and command and control aspects – and it helped develop a healthy rapport between the RFA and Mexican sailors.

Then came the critical test. RASing requires the ships concerned – Wave Ruler can refuel two ships at once, one either side – steaming close together and, while under way, passing the refuelling hose between them.

The ships then maintain parallel courses while the fuel is pumped – an operation which requires a high degree of seamanship.

After a couple of tentative trial approaches, Victoria approached Wave Ruler, accepted the hose, connected up and took on fuel in a faultless procedure.

The Commanding Officer of the Mexican frigate declared himself "delighted", praising both his crew and that of Wave Ruler.



● RFA tanker Grey Rover in Hong Kong, dressed overall for the Queen's birthday, Gray Rover is on deployment with HMS Exeter, and recent ports of call have included Shanghai and Qing Dao in China, while Inchon in South Korea and Vladivostock are also on the itinerary

Boom day for charity

THERE were smiles all the way as HMS Collingwood hosted the RN Field Gun Competition – and gathered a bumper contribution to charity.

Some 5,000 visitors to the Fareham training establishment saw a host of attractions, including parachutists, the Royal Artillery light gun display and BMX stunt bikes, while the site had a wide variety of stalls and sideshows.

The laurels in the main event went to Portsmouth Naval Base, who beat HMS Neptune's field gunners into second place.

The host establishment's A crew came third, with near neighbours HMS Sultan A in fourth, HMS Caledonia fifth and the Army team from REME sixth.

Last year some £9,000 was collected for charity, and organisers hope that this year's total may be twice the size.

Navies draw closer in the Yellow Sea

FOR THE first time, the Royal Navy has worked with the Chinese Navy in a Search and Rescue exercise in the Yellow Sea.

The exercise scenario featured a joint operation between the two navies to rescue injured personnel from a stricken vessel.

British ships HMS Exeter, the Type 42 destroyer, and RFA Grey Rover, the Royal Fleet Auxiliary tanker, worked with the Chinese People's Liberation Army/Navy (PLAN) ship Harbin to carry out a successful rescue exercise.

In what is believed to be a first, the Chinese and British helicopters – a Lynx Mk 8 and Chinese Dauphin – crossed over to land on each other's vessels as simulated casualties received medical aid while personnel and equipment

transferred between the vessels.

The British warships have visited three Chinese ports, including Shanghai, Hong Kong and Quindao, and each stop-off has seen a warm reception from their Chinese hosts.

At a reception in Quindao, Exeter's commanding officer Cdr Andrew Reed said: "My crew have had a wonderful welcome from the North Sea Fleet Command and from the Government and people of Quindao.

"We have enjoyed this opportunity to see this fascinating city and country."

The relationship between the two navies on either side of the globe has been strengthened through mutual operations, building a better understanding between the two forces and countries.

The Type 42 destroyer and

Royal Fleet Auxiliary tanker are in the Asia Pacific region flying the flag for the UK's commitment to the security and stability of the area.

Next on the itinerary are visits to the distant countries of Korea, Russia, Japan, the Philippines and Brunei, before finally returning home to the UK near the end of this year.



● Chinese warship Harbin with Type 42 HMS Exeter in the background

D-Day boosts hopes for landing ship

BRITAIN'S sole surviving landing ship which put tanks ashore on the beaches of Normandy on D-Day could be restored on the wave of interest in the invasion.

Owners of LCT 7074, currently looking rather forlorn on Merseyside, have asked for Lottery money to help restore the ship to her 1944 configuration.

One of more than 800 Landing Craft, Tank, built to support the invasion of Fortress Europe, LCT 7074 is the only one still afloat.

So important do historians regard her, she is listed on the national register of historic ships – but unlike listed status for buildings, this does not guarantee protection.

The landing craft ferried eight Shermans and two Churchills to Gold beach in June 1944; all but one reached the shore, and the crew were rescued from the one which foundered. She continued to serve the front-line effort until the following March, running a shuttle service.

Post-war, the landing craft served as a lunchclub for the Merseyside Master Mariners Association and latterly as the Landfall nightclub.

Burma stars

A TEMPORARY display tempted veterans of the Burma Star Association down to the Royal Naval Museum in Portsmouth.

The exhibition commemorates the Navy's contribution to the Third Arakan Campaign against the Japanese in Burma sixty years ago.

Usually histories of the war in Burma focus on the Army, but in the Arakan campaign Naval involvement was vital.

Naval personnel from British, Indian and Burmese forces worked inshore or in tidal creeks, serving in sloops, motor launches and a variety of landing craft.

The Burma Star Association helped assemble the display.

The Warship Preservation Trust looks after LCT 7074 in Birkenhead, where visitors can look at her from afar, but not look around her.

Only a handful of craft from the Normandy landings survive in UK waters.

Details about the restoration bid, presently being considered by the Heritage Lottery Fund, are available from the trust on 0151 650 1573.

Ouistreham memorial

THE NORMANDY RN/RM memorial drew more than a thousand people to the Ouistreham beach for this year's sixtieth anniversary celebrations.

On June 5, Prince Charles laid a wreath at the RN/RM memorial before planting an evergreen Holm oak tree close to the D-Day marker.

The next day saw an Annual Service of Remembrance, attended by over 100 members of the LST and Landing Craft Association, among numerous others.

Lifelong learning

THE BIG Lottery Fund have put a massive £10 million into making sure that future generations do not forget World War II.

This funding will provide grants for schools, museums, libraries and archives to support education focused on World War II, enabling young people to take part in events in the run up to the 60th anniversary celebrations of the end of the War.

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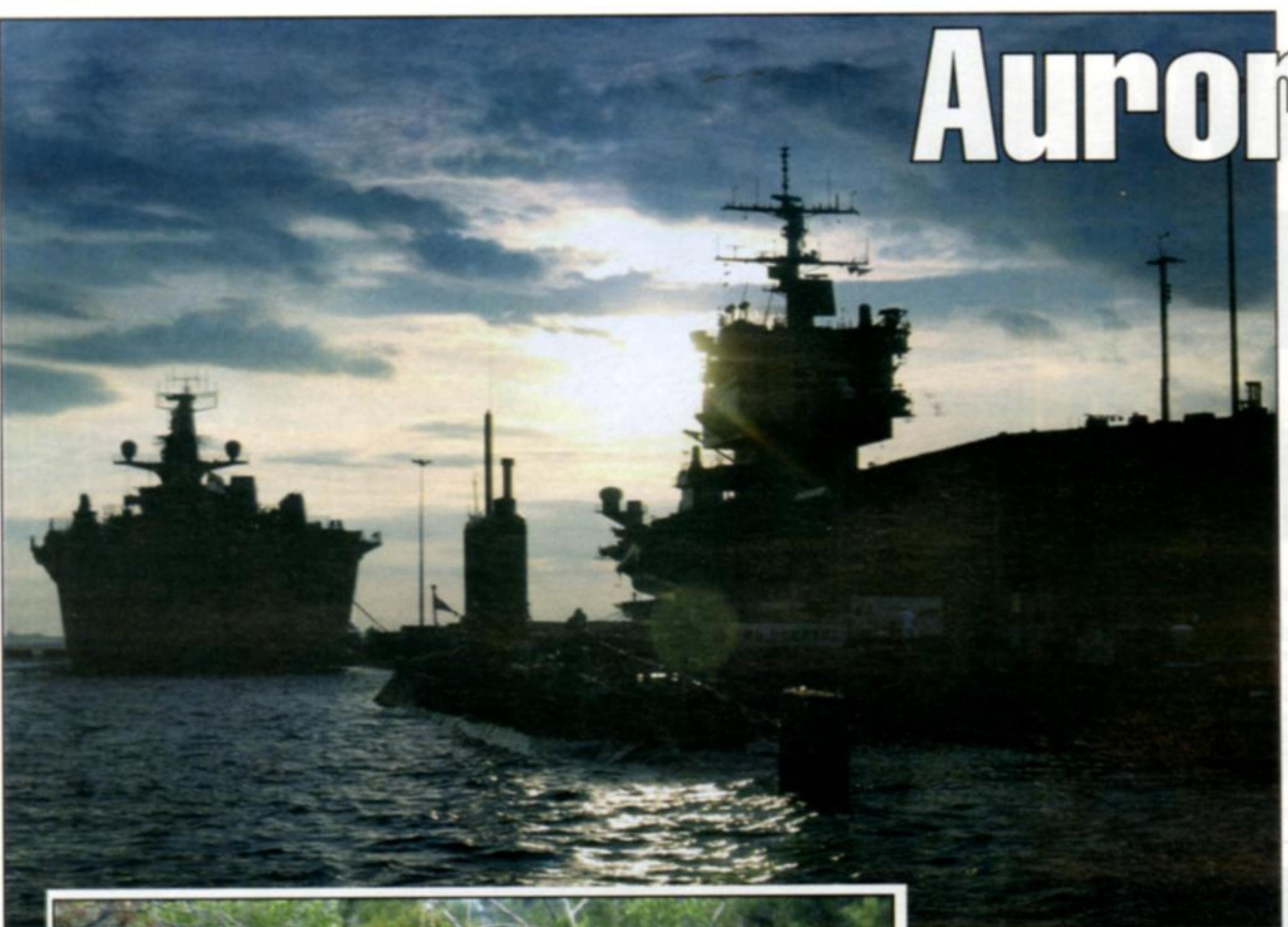
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Aurora inspiring



● Aurora mirabilis: Assault ship HMS Albion and veteran hunter-killer submarine HMS Sceptre berth alongside the world's largest warship, USS Enterprise, in Norfolk, Virginia and (left) '...for messin' about on the river'... Troops from 42 Cdo and 539 Assault Squadron RM on riverine patrol with US forces

Pictures by: POA(Photos) Paul Smith and Tam Mac-Donald, PO Bob Sharples, LA(Photos) Darren Mac-Donald, Billy Bunting and Dave Gallacher



● Well I'm going this way... HMS Marlborough in the foreground breaks from the pack as HMS Albion, Ocean, Sutherland and RFAs Oakleaf and Fort Rosalie go their separate ways.



● Meant to be together... HMS Marlborough (foreground) with USS Winston S Churchill cement the special bond between the two nations. The two ships, respectively a Type 23 frigate and Arleigh Burke-class destroyer, met for the first time during Rapid Alliance. An American officer will always serve in Marlborough, and Churchill will forever have a British navigator. The great prime minister's forebear, John Churchill, was made first Duke of Marlborough for victory at the Battle of Blenheim in 1704.



● Scream if you want to go faster: A rough ride for HMS Cornwall's sea boat and (left) Gently does it... A Harrier prepares to set down on HMS Invincible's flight deck



LOBBING in shells, firing rifles, sending patrol craft tearing up rivers and putting tanks ashore to roam around at will.

Sounds a sure-fire way to upset the natives.

Except if you're invited.

The core of the Fleet and Royal Marines have assembled in and off the eastern seaboard of the United States for the largest deployment of Naval forces since conflict in Iraq.

Exercise Aurora reached its peak in mid-June as sailors, soldiers and airmen from nearly a dozen nations did battle.

At the climax of the 'war', codenamed Exercise Rapid Alliance, 30,000 men and women – 6,000 of them British – were fighting in and off the USA in a massive test of the amphibious capability of the Allied nations.

It has also been the first acid test for the Royal Navy's enhanced amphibious forces, with new assault ship HMS Albion deployed for the first time since she was declared ready for front-line duties.

She and helicopter carrier HMS Ocean served as the springboard for the main assault as troops were ferried ashore by landing craft, Sea King Mark IVs and Chinooks.

Live firing exercises allowed troops to loose a few rounds on land with SA80 rifles and field artillery, while HMS Cornwall let rip with her 4.5in main gun in firing exercises off shore. Her crew also took part in rapid-roping from her Sea King to ward off 'suspicious' boats threatening the landings.

Overhead the Sea Harriers and RAF GR7 variants of the jump jet based on HMS Invincible provided air cover.

Lt Col Buster Howes, CO of 42 Commando, said the exercises had done "a great deal to foster further relations between our corps and the US Marines".

He added: "The realistic training my men underwent put them under stress and this brought out willpower as well as increasing further understanding."

The soldiers, sailors and airmen have been 'fighting' alongside forces from the USA, Canada, Germany, France, Australia and Holland among others.

Rapid Alliance was the core of a wider RN exercise, Aurora, which includes 19 RN and RFA vessels, 3 Commando Brigade and 42 Commando, RAF Harriers from 3(F) Squadron and 801 Naval Air Squadron.

Army Challenger 2 tanks of the Royal Tank Regiment embarked in Albion and were ferried ashore in her landing craft.

It's the first time in a dozen years that tanks have been carried by a

● HMS Invincible's crew responded magnificently to the Daz doorstep challenge: Sailors line up for the carrier's entry to Mayport, Florida

British warship.

"It's marvellous to see Albion coming into her own in the front line and it's fantastic to see the ship's company performing so well and enjoying the benefits of foreign runs after such a busy year," said Albion's CO Capt Peter Hudson.

Two thousand of the British force consisted of personnel from 3 Commando Brigade, including 42 Commando, 539 Assault Squadron, 79 Battery RA, Commando Logistic Regiment and 59 Independent Commando Squadron.

If that wasn't enough for Brig John Rose, 3 Cdo Bde's Commanding Officer, to contend with, a battalion of Dutch commandos and a squadron of armoured reconnaissance French marines fell under his command.

Among senior visitors to the exercises was Commander-in-Chief Fleet, Admiral Sir Jonathon Band, who beyond receiving updates on the progress of operations, found time to present the Admiralty's 'four star' seal of approval to HMS Albion's NAAFI. The admiral went behind the counter to serve some – mercifully not all – of Albion's 630 crew.

It's not all work, work, work you know...

WORK hard, play hard. Aurora may be demanding for the men and women involved, but there are some belting visits to enjoy.

Invincible made for an impressive sight, her crew in whites lining the decks, as she entered Mayport in Florida.

HMS Cornwall stopped off in South Carolina to sample the colonial delights of Charleston; echoes of pre-independence still exist in the city. The frigate will move on to Boston before joining HMS Invincible in New York for July 4 celebrations.

Green berets made the home of their US counterparts, Camp Lejeune in North Carolina, their home. The sprawling base occupies 250 square miles, is home to 150,000 military and civilian personnel, and generates \$2bn for the local economy.

Orlando, Washington DC and New Orleans are all lined up by other ships and units committed to Aurora.

Investigators report paranormal activities at base



● (Above) Goldy and Ian Addicoat in the Hangman's Cell at Devonport Naval Base – “not for the faint-hearted,” according to Goldy, as “the energy in this cell was unbearable for some.” (Right and below right) Goldy and Ian in the Master Ropemaker’s House, where “doors were clearly heard slamming and footsteps heard upstairs.”



Rescue mission for ‘lost souls’ of Devonport

SPECIALIST investigators have gathered what they believe to be strong indications of paranormal activity in Devonport – and the next step could be a “rescue mission” for lost souls roaming the historic naval base.

**Pictures by LA(PHOT)
Ray Jones (FPU West)**

Frequent reports of unusual events in the old South Yard prompted Naval Base Liaison Officer Cdr Charles Crichton to seek specialist help, just as a group of paranormal investigators had decided to approach the Navy to ask if they could investigate.

Two teams, comprising mediums, psychics, historical researchers, sceptics and the investigation researchers themselves who have many years experience of working with the unknown, spent a weekend at the base, concentrating on the 18th century Master Ropemaker’s House (said to be one of the most haunted buildings in Plymouth) and the Hangman’s Cell, where almost 150 men are believed to have died.

And according to team leader Goldy – also known as Carole Bromley – who made initial contact with the Navy, both sites displayed plenty of evidence of paranormal activity.

The Grade 2 listed house, used by the man in charge of the Ropery until 1941 and subsequently becoming a residence for dockyard officials, has lain empty for four years, but Goldy said she made good contact with the ghosts of children who now haunt the building, and hopes to “finish the conversations we started”.

She added that there was definitely poltergeist activity in both the Ropemaker’s House and the Hangman’s Cell.

A range of equipment was used over the weekend to record anything unusual, including audio recorders, video, digital cameras, movement sensors, laser thermometers, ‘trigger objects’ (to encourage poltergeists or

other spirits) and dowsing rods, and a full report of the team’s analysis was expected to be finished as *Navy News* went to press.

A considerable battery of human factors was also brought to bear, including intuition and psychic sensibilities, and the team was accompanied by Ian Addicoat, a professional and widely-respected scientific paranormal researcher, who helped them focus on particular paranormal hot (or cold) spots.

Goldy, whose first brush with the paranormal came at the age of ten when her sister died in an accident,

“I want to know why they are still here, how to communicate with them and to seek evidence of life after death.

“The Naval Base has a long history of war, executions and murders

change of watch, but a guard coming on duty was adrift so the man who should have been off watch had his throat cut and has haunted the place ever since.

Mick said there were stories of various attempts to lay the ghost.

“It was said that some years earlier three CPOs had spent the night in the building, found nothing, but came out with white hair in the morning,” said Mick.

“And during one middle watch a guard on patrol in the old barracks had called down to the main gate for assistance.

“The relief sent up supposedly crept up behind his chum and tapped him on the shoulder – whereupon he dropped dead.”

Mick said the ghost was not openly discussed, but most band members believed there was something in it – in the evenings, few would dare going out to the heads

going back centuries, and there are a lot of ghosts there who were living people like us.

“We are not just investigating reports of ghosts – we are digging deeper into the people who were there, and we need to come up with a lot more information.

“But this is also a rescue mission for souls; I felt the energies and I know there were a lot of souls trapped between this plane and the next – not just hundreds, but thousands.

“We are not like ghosthunters who turn up for the fun of trying to cap-

ture a ghost in a picture – we should treat them with as much respect as we would expect ourselves.”

Goldy sees this as an ongoing project, marrying up exhaustive Naval records with information they garner from field investigations – and she is seeking a sponsor to help keep the project running, with a target of October for the next phase.

The investigations would also be enhanced by use of a thermal-imaging camera, and Goldy would like to hear from anyone who can provide such equipment; contact her on

goldysghosts@hotmail.com

Goldy, who describes herself as a psychic medium paranormal research investigator, said she is fortunate in her place of work – she is personal assistant to a Dean at Brunel University in Uxbridge – in that she has access to a wide range of academics who can often set her findings in a logical or scientific context.

Goldy is also keen to hear of other paranormal events witnessed by serving or former members of the Royal Navy; they can register their accounts or anecdotes on the messageboard at Goldy’s website at www.ghostinvestigator.org

Apart from the widespread publicity the investigation has attracted, there is a serious benefit for Devonport Naval Base.

Cdr Crichton said that the results of the investigations would form part of the research programme at the base’s Visitors Centre.

The Master Ropemaker’s House stands in the area designated as part of the site to be developed as the Visitors Centre – an integral part of the blueprint which will provide a showcase for the social, military and industrial heritage of the South Yard.

The next chance the general public will get to see the exterior of the Master Ropemaker’s House and inside the Hangman’s Cell will be at Navy Days, from August 28-30, and during Heritage Open Weekend (free entry!), September 11-12.



Something strange stirs at Chatham ...

INVESTIGATIONS at Devonport reminded a former Blue Jacket of the strange goings-on at Chatham in the late 1950s – and the Ghost of St Mary’s.

Mick Jeffs said the RN Blue Jackets Band lived in the old St Mary’s Barracks above the main base when he was billeted there in 1958, and everyone knew of the place’s reputation, particularly a derelict building across the parade ground which was “definitely haunted”.

“Each night a light could be seen shining from one of the upper windows and the single beat of a drum could be heard, yet daylight investigations found no sign of any source of light or sound,” said Mick.

The explanation he heard was that, during the Napoleonic Wars, some French prisoners being held in the building planned an escape just after the midnight

change of watch, but a guard coming on duty was adrift so the man who should have been off watch had his throat cut and has haunted the place ever since.

Mick said there were stories of various attempts to lay the ghost.

“It was said that some years earlier three CPOs had spent the night in the building, found nothing, but came out with white hair in the morning,” said Mick.

“And during one middle watch a guard on patrol in the old barracks had called down to the main gate for assistance.

“The relief sent up supposedly crept up behind his chum and tapped him on the shoulder – whereupon he dropped dead.”

Mick said the ghost was not openly discussed, but most band members believed there was something in it – in the evenings, few would dare going out to the heads

alone; “if a request for a companion went unanswered, the needy one crossed his legs until someone else wanted to go.”

Mick added that “the field gun crews (who trained there) were just as nervy as the Blue Jackets.”

Mick had his own terrifying experience one evening when returning to the barracks after a NAAFI club dance.

His mate failed to turn up to meet him at the main gate, so Mick climbed the steps up to St Mary’s on his own.

“It was pitch dark, and as I made my way slowly down between the two huts something grabbed my neck.”

“I would have screamed if I hadn’t been throttled. I stumbled around clutching my sore throat, fumbled for my cigarette lighter, flicked it on and found I had walked into a dhobey [washing] line.”



● Tyne to get going: The River-class ship prepares to fire the starter's gun off Plymouth for the Transat 2004

Picture: LA(Phot) Ray Jones

Tyne sends yachts hurtling to Ellen high water

TENNIS diva Anna Kournikova and champion yachtswoman Ellen MacArthur clambered aboard River-class patrol ship HMS Tyne to get one of the most prestigious races of the year under way. More than 40 mono- and multi-hulled yachts gathered one mile past Plymouth breakwater for the start of the 2004 Transat race to Boston in the USA. Eight days, eight hours and 29 minutes after the start gun was fired aboard Tyne, Frenchman Michel Desjoyeaux and his 60ft trimaran Geant completed the 2,800-mile race in first place. The Transat dates back to 1960 when legendary yachtsman Sir Francis Chichester won in Gipsy Moth III, crossing the finishing line after 40 days, 12 hours and 30 minutes.

Cheers to late beers in dockyard

VISITORS to Portsmouth's historic dockyard will be able to wander around the site long into the evening on a regular basis from now on.

The arrival of a pub signals late-night opening for the first time since major maritime events such as the International Festival of the Sea and Tall Ships race.

The historic dockyard has traditionally closed when the museums and ships have shut to visitors at the end of the working day.

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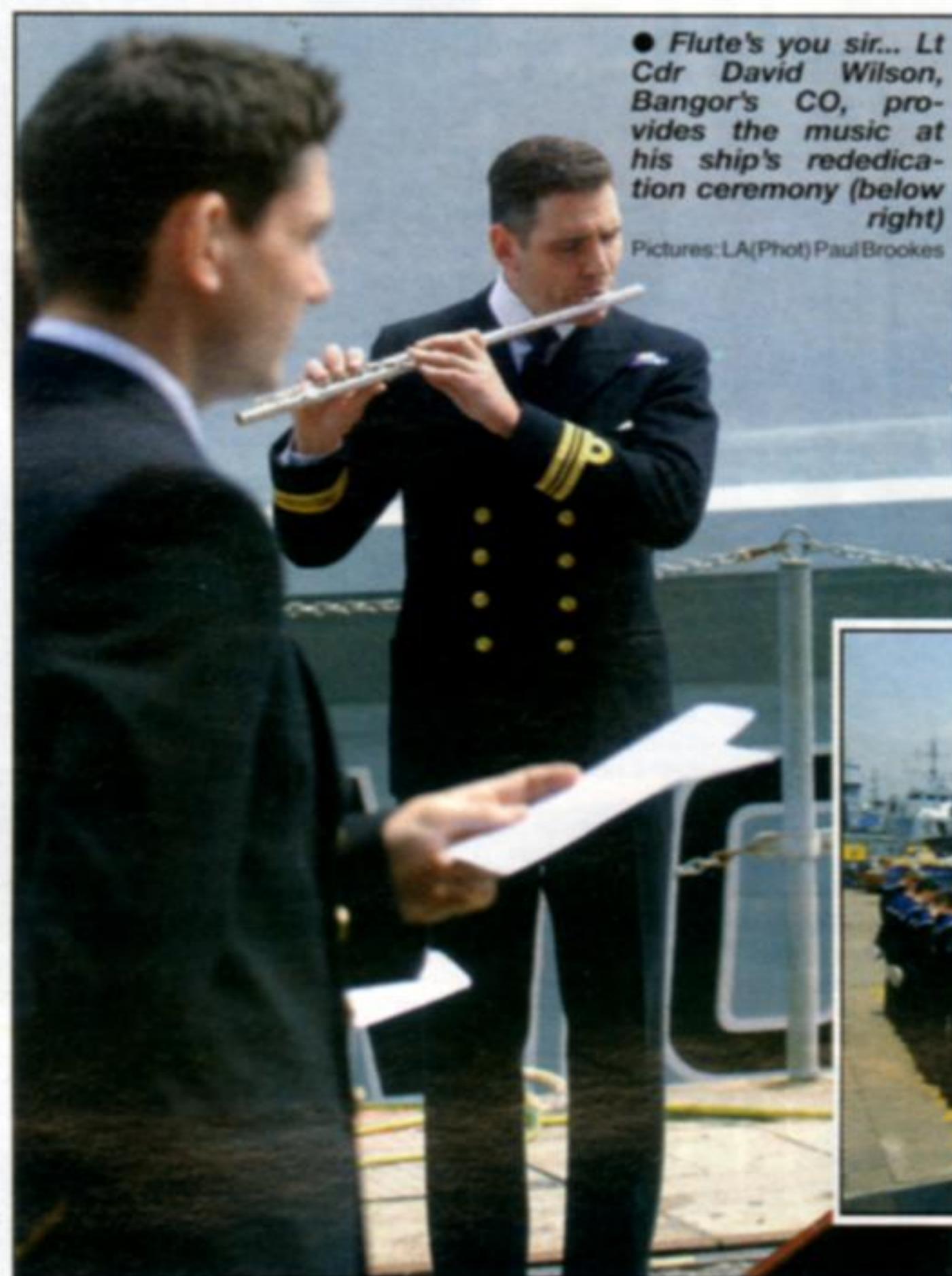
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High flutin' start to Bangor's new life



● Flute's you sir... Lt Cdr David Wilson, Bangor's CO, provides the music at his ship's rededication ceremony (below right)

Pictures: LA(Phot) Paul Brookes

HMS Bangor's return to the fleet was heralded by the flute-playing of her commanding officer, Lt Cdr David Wilson.

Lt Cdr Wilson, who has been playing the flute since childhood, accompanied the ship's company as they sang the Naval hymn during the rededication of the Sandown-class minehunter in Portsmouth Naval Base.

During the ceremony Lt Cdr Wilson said: "We have emerged from upkeep a more capable warship and it's the result of your hard work and dedication and thank you for all."

The ship has been in an upkeep period since December last year,



following on from the Sandown's record 10-month deployment to the Gulf during the war against Saddam Hussein.

The overhaul in Portsmouth provided the first break for crew after a hectic programme. Not content with a tour of duty in the Gulf, Naval leaders also semi-Bangor – affiliated with the namesake town in Northern Ireland – to London for the DSEI defence exhibition last autumn, before returning to the Solent for the revamp.

HMS Bangor is the first Sandown-class mine countermeasures vessel to be refitted in Portsmouth by FSL, the Naval base repair organisation.

Her refit has included the installation of Navstar communications system and a Precise Fixing System (PFS).

Her rededication ceremony was conducted by Chaplain of the Fleet, the Ven Barry Hammett, before the assembled ship's company and the ship's sponsor Lady Spencer.

The MCMV's programme for the rest of the year includes route survey operations around the UK, and training exercises such as a Joint Maritime Course off Scotland.

HMS Bangor can be found at Plymouth Navy Days at the end of August.

Farewell to an old sailor



Granite city stop provides break for HMS Portland

TYPE 23 frigate HMS Portland travelled a long way from home for her first visit to the Scottish port of Aberdeen.

The Devonport-based warship stopped off twice in the space of a week as she took a break from hectic training exercises around the UK.

Portland, the penultimate of 16 Duke-class warships built for the RN since the late 1980s, has spent most of 2004 operating off the western coast of Scotland.

"It's been a welcome opportunity for my ship's company and I to sample the delights of the renowned east coast hospitality and to take the chance for various exercise briefings to take place," said Portland's CO Cdr Steve Allen. "Everyone had been looking forward to visiting a city with such strong seafaring links."

HMS Newcastle's crew carried out the final wishes of former sailor Raymond Wood by scattering his ashes in the Mediterranean.

Mr Wood's daughter Melanie and her partner Andrew Isherwood joined the destroyer's crew on the flight deck for a committal ceremony in the Bay of Naples as the Geordie Gunboat sailed on the latest stage of her anti-terror patrol with NATO forces (pictured above).

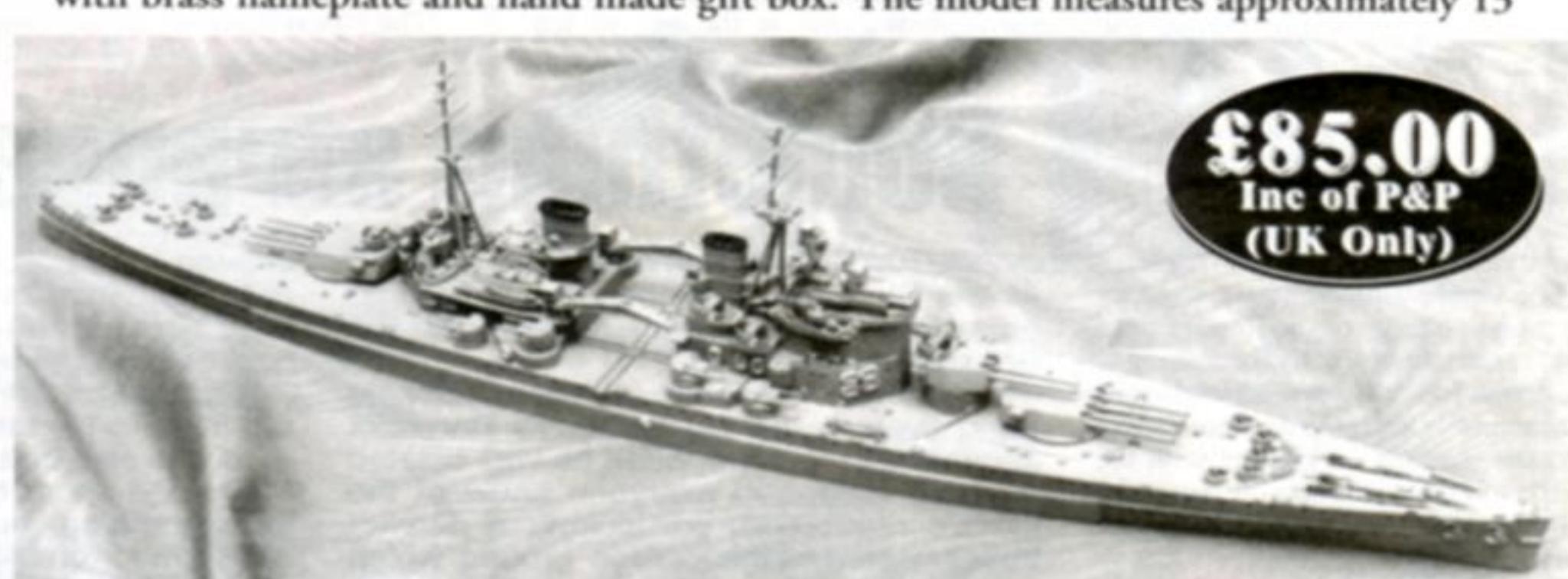
Mr Wood joined the Fleet Air Arm in 1947 as an aircraft mechanic and left in 1969 as a CPO.

His service took him to Singapore and Malaysia, and especially the Mediterranean, with Naples and Malta being particularly popular with the senior rating.

Mr Wood died earlier this year and despite having left the RN 35 years ago, spoke fondly of his service and the camaraderie he enjoyed.

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Nice flares: One of HMS Cornwall's ratings lets loose with a 20mm gun during exercises with the US Navy of the eastern seaboard of the United States during the RN's summer deployment, Exercise Aurora. If you look carefully you can see the 20mm round heading for the target flares.

Picture: PO Bob Sharples

Worra lorra interest in our Scylla

JUST three months after she descended to her watery home, the former HMS Scylla is surpassing expectations as a tourist attraction.

Bosses of the Leander-class frigate, scuttled off Whitsand Bay in Cornwall at the end of March, say after just two months on the seabed, Scylla has drawn the same number of visitors to the area as in the first six months of last year.

The National Marine Aquarium, in charge of the Scylla artificial reef project, estimated that sinking the ship as a divers' attraction would pump £1m into the local economy every year.

Rame Coastwatch, which records the number of boats in the area of the reef, says 300 boats were over the wreck in May and 230 in April. Diving activity in Scylla's area has increased 200 per cent since she was sunk.

"These truly are staggering numbers," said Melanie Cowie of the NMA.

"We're confident that this will have a strong economic benefit on all types of businesses, from the diving industry to shops and accommodation providers."

Divers need not be deterred by the large volume of people exploring Scylla's intricate decks – when she was an operational warship, she was home to more than 240 service personnel at any one time.

Beyond the increase in activity of the human kind, the dream of Scylla turning into an underwater haven for marine life looks to be turning to fruition.

Divers have reported ballen wrasse, pollack, cod, bib and even basking sharks swimming around the frigate's passageways.

■ **Submarine to Scylla, page 19**

Navy Days – bigger and better than ever

THE biggest public event in the RN calendar – Navy Days – is less than two months away.

The three-day spectacular over the August Bank Holiday weekend will be the first chance the public has to see the RN's new amphibious forces at full strength.

Helicopter carrier HMS Ocean and new assault ships Bulwark and Albion will be together for the first time in Devonport.

The displays planned for the show will be on a far grander scale than ever before. More than 20 assault craft, including hovercraft, plus helicopters and Albion will all be used in the chief display – a mock amphibious assault.

Other ships expected to be present are HMS Norfolk, Montrose and HMS Trenchant, plus foreign warships from Germany, Holland and Italy.

Another new feature will be fully integrated transport links linking in with public transport in

Plymouth city centre and park and ride to accommodate the expected 20,000 visitors each day.

Navy Days in Plymouth have been running since 1928 – then known as Navy Weeks. More details at the RN main website.

Senior reservist drops in on Eaglet

THE MOST senior man among Reservists, Major General His Grace the Duke of Westminster paid a visit to the Royal Naval and Royal Marines Reservists at the Royal Naval HQ Merseyside in Liverpool.

The Duke, in his role as Assistant Chief of Defence Staff (Reserves and Cadets), saw the Liverpool Reservists put through their paces.

The Duke himself has been a member of the Territorial Army for over 34 years.

Reunions

September

HMS Euryalus Association reunion at the Home Club, Portsmouth on September 3. Also includes a coach trip to Buckler's Hard next morning. All ranks of all commissions welcome. Details from Eric Owen, 82 Heath Park Drive, Cardiff, CF14 3QL. Tel: 029 2075 0022 or email: ericowen@aol.com

Royal Naval Secondary School, Tal Handaq, Malta: A reunion will take place on September 25 at Colerne, Wiltshire. If you went to this school anytime between 1947 and 1978 and would like to find old friends, why not come along. Contact Viv Daily on 07966 549397 or email: vivdaily@bigfoot.com or visit the website at www.tal-handaq.freesserve.co.uk

HMS Liverpool 1982/85: Reunion for the 4th year will take place on September 25 at the HMS Liverpool Pub, St James St, Liverpool at 2000. Further details from Sean Say on 01329 665298.

October

Regulating Branch Association (93): Reunion at HMS Excellent on October 1-2. Full details contact Tom Rees on 01933 410487 or visit the website at www.rba93.com

HMS Sheffield Association: Reunion for Cruiser C24, Destroyer D80 and Frigate F96 at Scarborough from October 1-3. Details from John Kelly, PO Box 58, Stockport, SK4 3FE.

Lascaris (Malta) Association: Reunion in Coventry from 1 to 4 October. Details on www.lascarisassoc.britannianet.co.uk or from Jim Goode, 30 Clearings, Lightwater, Surrey, GU18 5YL. Tel: 01766 666111 or email: lascaris@lascarismalta@aol.com

HMS Superb (Cruiser) Association: The next reunion will be at the King Charles Hotel, Gillingham, Kent from October 1-3. For membership details contact Fred Kinsey on 01223 871505.

HMS Daedalus 2 (Newcastle Under Lyme) Naval Air Apprentices 1940-46: Annual reunion at North Staffs Hotel, Stoke on Trent from October 2. To take advantage of the 'bargain weekend', hotel bookings must be made as early as possible. Enquiries to M. Aylring, 13 Elizabeth Avenue, Rose Green, Bognor Regis, West Sussex, PO21 3EL. Tel: 01243 262028.

Nore Command RN PTIs: Annual luncheon in the King Charles Hotel, Gillingham, Kent on October 3, 1200 for 1300. Open to all. Details from Orlando Jemmott on 01227 263191.

Royal Naval Writers Association: The 117th Reunion Dinner takes place on October 8 at the Victory Club, HMS Nelson. Information available from Les Heyhoe, 112 St Vincent Road, Gosport, PO12 4RF. Tel: 023 9235 7181 or email: les@heyhoe.co.uk

HMS Dainty reunion at Trecarr Hotel, Babacombe, Torquay from October 8-11. Visit to Exeter White Ensign Club on 9th. New members (with guests) welcome. All commissions. Enquiries to Peter J. Hillman, 22 Hannah Square, Chichester, PO19 3LN. Email: pennant@masthead-D108.fsnet.co.uk or tel: 01243 539168.

360 Sqn RN/RAF Aircrew 10th Anniversary Reunion: This will take place at RAF Wyton on October 16. Contact Pat Broster at waddle@retsortb.freesserve.co.uk

Over to You

On Convoy HX114 sailing from Halifax, Canada on March 11, 1941, the Bermuda section of 14 ships joined HX114 on March 14 with HMS Worcestershire, other Navy ships HMS Chital, HMS Rodney. HMS Impulsive was attacked on April 1, 1941. If anyone has any information on this convoy would they please contact Eddie Walford, 33 Penwerris Road, Highertown, Truro, Cornwall, TR1 3GT or tel: 01827 277493.

Duchess of Atholl: John Trevor Liney would like to hear from survivors of the sinking of the Duchess of Atholl just off Cape Town on October 10, 1942. He happened by chance to pick up the distress signal whilst on duty at Ascension Island. Contact through John's daughter, Mrs J.A. McCauley, 'Aubrey', 8 The Grange, Church Street, Kingham, Chipping Norton, OX7 6XY or email: jnmac@ruffle.force9.co.uk

Lighthouses: Would the ex-Naval Radar Operator from Burnley who was stationed in the North Foreland lighthouse during WWII again contact John Marshall on 020 8941 6647 as his story is of interest to certain authorities.

Sidney and Richard Peacock: Annette is looking for two long lost uncles. There anyone reading this that may be able to help her. Sidney Peacock was on HMS Implacable. Richard (Dick) Peacock was on HMS Queen Mary. Both men served during WWII. They came from the Liverpool area in UK. Annette would very much like to make contact with them. Contact Annette Baxter, 3305 Moggill Rd, Bellbowrie, Queensland, 4070, Australia or by means of email: wyreema@acenet.net.au

HMS Rodney: Seeking anyone who may have served with Eric James Rockell 'Rocky'. He was an able seaman on HMS Rodney between 1939 and 1944. Can anyone help his granddaughter? She is very anxious to preserve his brave efforts during his life and this has become very important to her. Contact Emma Rockell, 42 Barrow Hill Road, Shirehampton, Bristol, BS11 9QY or email: emma@rockell.org.uk

HMS Scylla: Capt A.F.C. Wemyss has recently obtained a large scrapbook starting with photographs of the cruiser in 1942, the visit of King George VI and Winston Churchill and of Russian convoy PQ18. It then covers

the frigate from commissioning to completion of conversion refit in 1985. Does anyone know who compiled the book? Contact Alistair Wemyss, 56 Bishopstone, Aylesbury, HP17 8SH or tel: 01296 748608.

Wall decorations: Deputy manager of a 30-flat sheltered housing complex for elderly ex-service personnel is looking for help in decorating one of the walls. Collecting plaques from each Armed Force, but poor response so far from the Senior Service. The only successes have been from HMS Ark Royal, HMS Invincible and HMS Newcastle. The residents are very proud of our servicemen and women and they like to show it.

Could any Navy News readers serving or retired please show the residents and visitors that the RN does exist? If anyone is able to donate a plaque of their ship it would be gratefully received. Contact Mr M. Garbutt, Flat 12, Trafalgar Court, 2 Richmond Road, Southwark, London, SE1 2NU.

Zippo Lighter: Zippo lighter found on Aberdeen beach late sixties can anyone help find owner. On one side is 'Med-1964 Far East-1965 - Centaur - HMS Hermes', on the other side is: 'Marsovin for King - PRR'. Contact Malcolm McLay, 1/1 McAslin Court, Townhead, Glasgow, G4 0PQ or email: malcolmclay@hotmail.com

RN Hospital Eglington, RNAS Gannet: Dr Hetherington is working on a history of the old Pusser's Hospital, which was replaced by the Eglington Medical Centre, and although used for other purposes the Benbow and Anson Division quarters still remain. There is a particular need for photographs. Contact Robert McCartney, 41 Billy Lawn Avenue, Havant PO9 5HL or tel: 023 9247 5498.

Brigid Anne French: who aged almost 13 accompanied her parents, Adm Sir Wilfred Franklin French and Lady Marianne Nora French to the launch of HMS Duff at Hingham Massachusetts on May 22, 1943. She is sought as guest of honour at the final reunion in Chatham on November 30, 2004, when shipmates will be laying wreaths on the graves of the three stokers killed when the ship was mined in 1944. Contact: Christopher J. Green, tel: 0161 432 1142 or email: christopherjohn.green@ntworld.com

At your Service entries

- Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, HMS Nelson, Portsmouth, PO1 3HH or email: edit@navynews.co.uk. If you are sending your notice in via email, please include your full address and telephone number.
- Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.
- Please send in Reunions at least three months (preferably four) before the month of the event.
- There may be a delay before items appear, due to the volume of requests.
- Entries are free to non-commercial organisations. Items pertaining to commercial work, books and publications for profit can only appear as paid-for advertising.
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Calling Old Shipmates

Glyn Johns on 0115 928 1878 or email: glyn.johns@btconnect.com

HMS Raleigh: Seeking all the wrens that were at HMS Raleigh, Victory 07 (joined February 10, 1986 for a reunion in 2006. Still searching for Amanda Wilson (from London), Nicola Howell (cadet entry), Vicky Goodall. Contact Dave Howes, 32 Binnacle Road, Rochester, Kent, ME1 2XP. Email: merlesnest@btconnect.com or tel: 01634 321828.

HMS Brilliant: Website www.hmsbrilliant.com has been set up with the aim of getting back in touch with shipmates from her first commission to her return from the South Atlantic in 1982. Take a look at it now, or contact David Oddy on 01752 406421 or email: david.g.oddy@btconnect.com

HMS Creole, Londonderry: Seeking Brian Lee, joined RN May 1949, from Littleport, Cambs. He joined with Ron Elmore and was last heard of 1950 serving in HMS Creole. Ron would love to hear news of him. Contact Ron on 01934 821507.

Dunkirk: Charlie Humphries served with the RN Battalion from Chatham on the Dunkirk beaches assisting with the 1940 evacuation and also saw action on the Warspite on 'D' Day. He would appreciate hearing from old shipmates. Tel: 01216 866528.

HMS Minerva: Seeking Cook Nicholas White and AB Andrew Lightfoot who were with A/LCA Keith Tomlin on Endeavour 90 deployment. Contact Keith, 079 6341 3626.

HMS Mohawk 1964: Like to hear from volunteer seaboats crew and 'passenger' from submarine during work-up, somewhere off Portland. Remember 'box of Smarties'? Contact 'Shady' Lane on 01797 280425.

HMS Mounts Bay: Seeking D.B. Thompson who came from Leeds. He married a Wren from Suffolk. He and J. Thompson joined up on the same day January 4, 1948 at HMS Bruce in class 33 and also served in Mounts Bay 1949/51. J. Thompson was also best man at his wedding. Contact Mr Thompson, 15 Kingsmead Drive, Branton, Doncaster, South Yorkshire, DN1 3LY or tel: 01302 537175.

HMS St Vincent - Duncan 186 Class (1954-55): Those of us that have kept in touch will be having a reunion on May 4 in Portsmouth to celebrate the 50th Anniversary of joining the Royal Navy. Even if you can't be there, please contact Tony Moore on 01489 877581 or email: tony@oxford-munks.co.uk

Nottingham Flotilla: are seeking new members. The Flotilla is affiliated to the Royal Navy and offers members talks on related (and sometimes, unrelated) topics once monthly. We also have an Annual Dinner and a Trafalgar Dinner. The talks are always interesting, held in a private room in the Nottingham New Mechanics Institute, which is licensed to those who are partial to a tipple or two. For a modest annual membership fee they offer fellow Navy-philes an excellent time, sometimes "Swinging the Lamps" and the camaraderie of like-minded ex- and would be ex-mateots. Contact

Anyone having known the late

FRANK WALTER KNIGHT C.P.O.

Formerly of Portsmouth, (born 1922 died 1997 or his wife Muriel Yeats, please get in touch.

(Possibly served in the ARK ROYAL).

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All replies will be answered.

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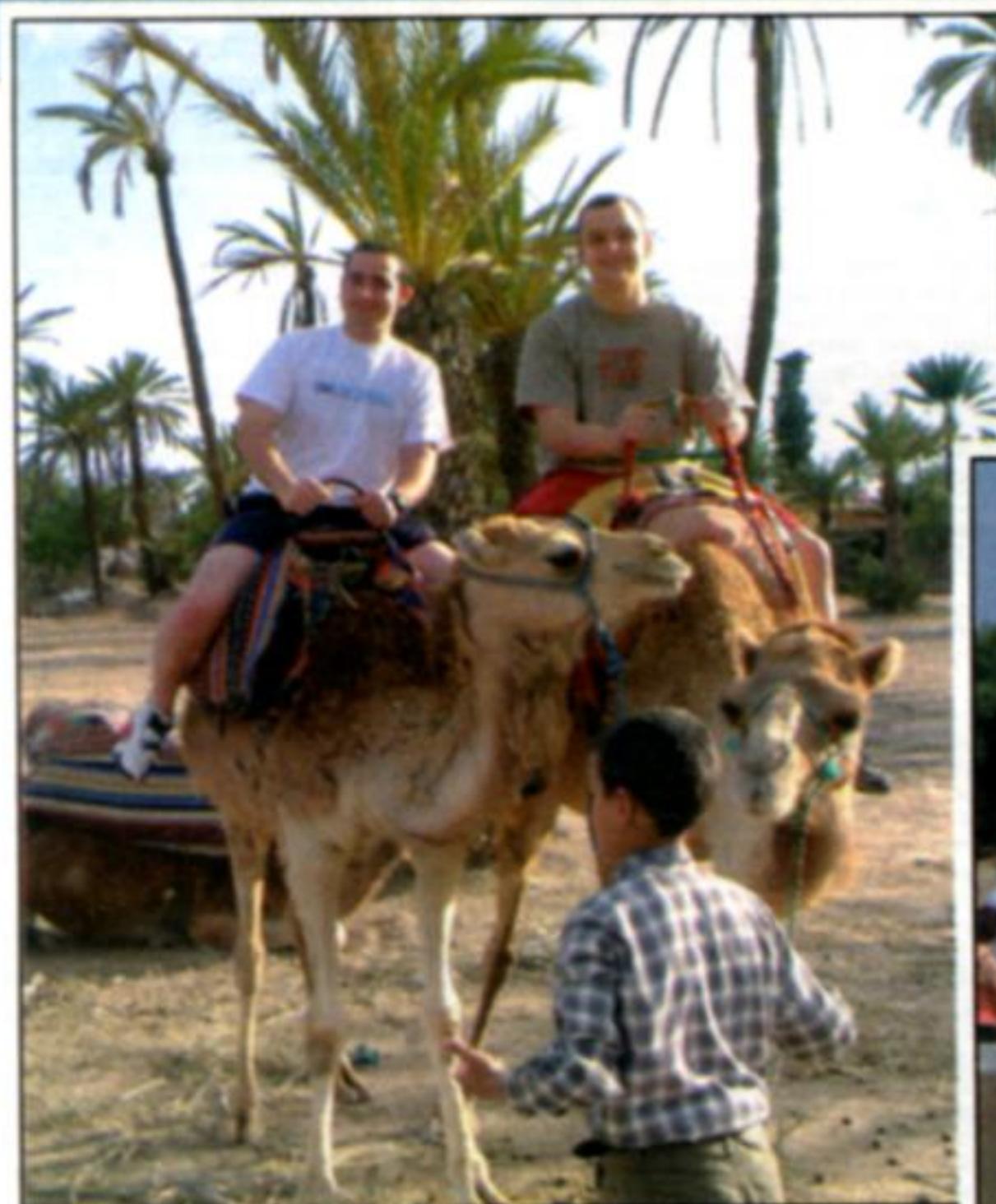
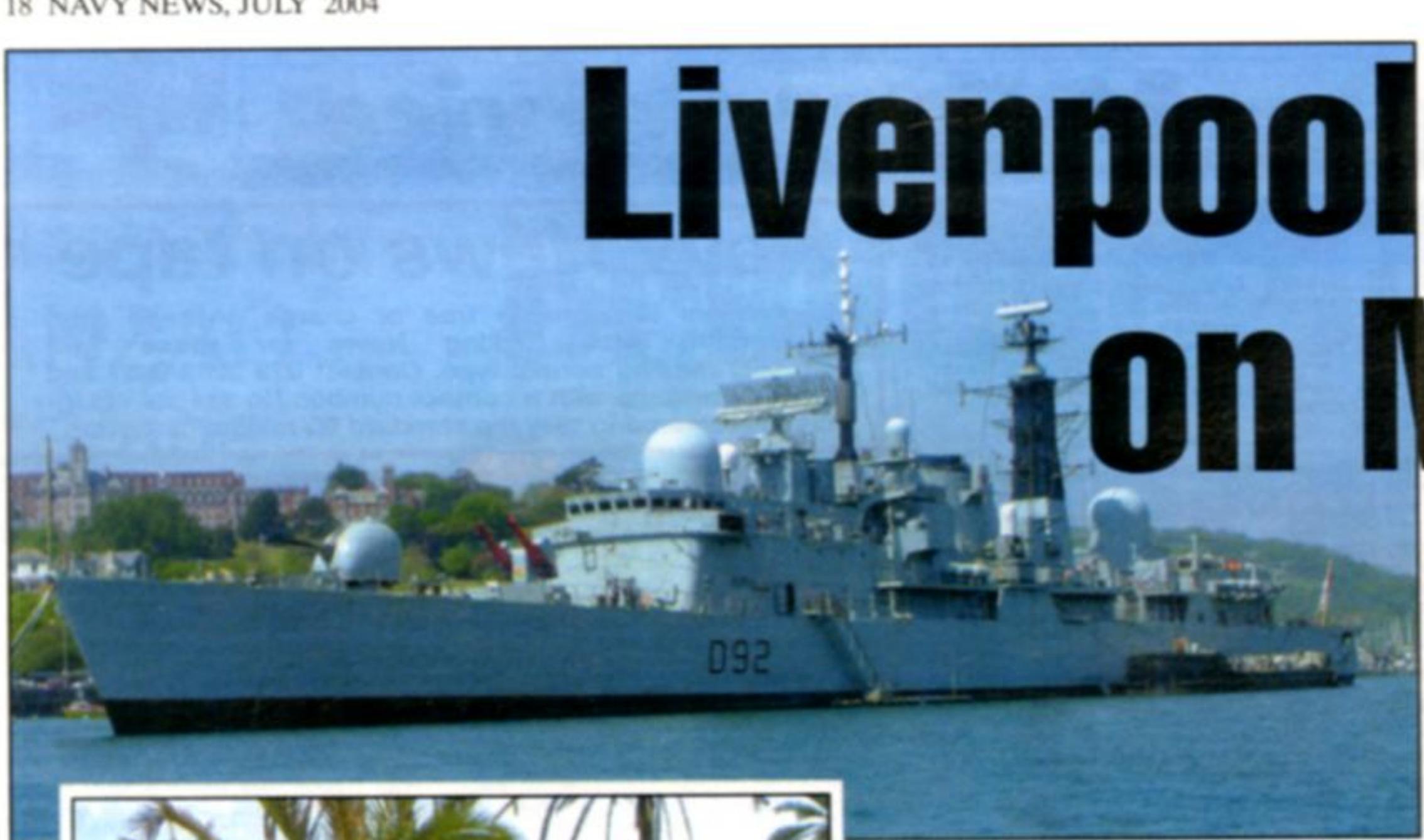
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<

Liverpool crew 'kech in on Moroccan visit



● Glorious weather... even before she got to north Africa: Liverpool in the shadow of Dartmouth's world-renowned Britannia Royal Naval College

● (Left) Two hot, sticky smelly creatures... and a couple of camels: MEMs Scarff and Plummer get the hump and (below) For some reason this pictured was captioned 'Silly hats': Liverpool's crew try to keep the sun off their heads



CARPETS, camels, couscous, concubines and Casablanca all made for an eventful visit to Morocco for the crew of HMS Liverpool.

Liverpool put into Casablanca to coincide with Armed Forces Minister Adam Ingram's visit to Morocco to re-affirm Britain's ties with the north African country and the RN's links with its Moroccan counterpart.

While most of the ship's company remained with the Type 42 destroyer, a few managed to get away to experience the 'real Morocco'.

After a four-hour bus trek snaking through the Atlas Mountains in temperatures nudging 36°C, a group of ratings and their guide finally reached Marrakech - known as the Imperial Town of the Kingdom.

"The first thing to strike you was the absolute chaos. Donkeys, pedestrians, traffic of every description seemed to merge together - the person who had the loudest horn seemed to have the right of way," said PO(MEA) 'Bunny' Warren.

The sailors made a bee-line for Marrakech's legendary Kasbah market to snap up carpets, traditional dress of kaftans and fez, and local herbal remedies for every ailment (they probably caused a few too).

Exhausted by haggling, MEMs Plummer and Scarff volunteered for extra sea time on the 'ships of the desert' - but were disappointed to learn that a camel

ride didn't qualify them for the longer service at sea bonus.

The tourism continued with traditional entertainment of men on horseback, folk music and belly dancers.

The flying visit to Marrakech closed with a tour of Bahia Palace, until 40 years ago home of the ruler's harem and concubines.

The Moroccan leader traditionally had 25 wives and up to 50 concubines.

"Everybody agreed that it was a truly remarkable place, but we were happy to return to Liverpool," said Bunny.

The North African visit has capped a memorable spring for Liverpool, which visited Dartmouth before heading south.

The Type 42 destroyer anchored within sight of the town's illustrious RN College, home to officer training, for a ceremonial visit to allow townsfolk, children, students and dignitaries to see the ship - and allow ratings to look around the officers' counterpart to HMS Raleigh.

The ship hosted tours by local schoolchildren and RN veterans, while crew enjoyed the hospitality of the town in the evenings and Liverpool herself was illuminated.

Under glorious skies, her football and cricket teams gave the college sides a lesson in age and experience; other sailors borrowed BRNC's yachts to go sailing or trotted off on deep-sea fishing trips.

The visit to the south coast town provided some light relief after a busy week in the Channel assisting Flag Officer Sea Training in a 'Thursday War'.

Fliers from 702 NAS also made use of Liverpool, conducting landing training in their Lynxes on her flightdeck.



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Dumbarton Castle is ready to head south

STALWART patrol ship HMS Dumbarton Castle is gearing up for a fresh lease of life after a substantial overhaul when she's re-dedicated this month.

The 22-year-old warship has spent the past nine months in Rosyth where engineers have fitted new diesel generators, more powerful cranes to hoist and lower improved RIB sea boats into and out of the water, and have rebuilt her junior rates' mess in a £8m package of improvements.

Dumbarton Castle slipped back into Portsmouth last month ahead of the ceremony on July 16.

The ship takes it in turns with HMS Leeds Castle, three years at a time, to serve as the Falklands guardship.

When not in the South Atlantic, the Castle class ships are given an overhaul – hence Dumbarton Castle's refit – and join mine counter-measures vessels on patrols, serving as a 'mother' ship.

"She's looking good and performing well," said Commanding Officer Lt Cdr John Garratt. "We're looking forward to putting her through her paces during intensive sea training."

The improved accommodation aboard – the ship has a complement of 51 – has gone down well with crew. "It's more spacious allowing more people to socialise and it's more homely – something really important when we're away from home," said MEM Jess Owen.

The ship is due to sail south in August.

Royals deploy

AS NAVY News went to press, 40 Commando Royal Marines was starting to deploy to Iraq as part of the routine adjustments to British forces in the Gulf.

Announcing that the Commando would deploy in the latter part of June, completing the handover in mid-July, Defence Secretary Geoff Hoon said the Royals will replace the Royal Highland Fusiliers, helping support Iraqi security forces during the early stages of the Transition period and protecting essential infrastructure over the summer months.

Tourist attraction takes a dive

NOT content with producing Northern Europe's first sunken reef, the National Marine Aquarium is shortly to offer tourist trips to sea – in a submarine.

The Plymouth organisation was responsible for converting the former Leander-class frigate HMS Scylla and sinking her in Whitsand Bay earlier this year as a reef for marine creatures for divers to explore.

Their next project is a six-man submarine – the first of its kind in the

world – which can explore the sea bed off the West Country.

Named Alicia after the American owner's daughter, the purpose-built submarine has been developed in Plymouth at Marlin Submarines.

The vessel will be of 18 tonnes, 11.2m long, and powered by diesel-electric motors. It will be able to take tourists and researchers to a depth of 305 metres and can stay submerged for up to eight hours, travelling at a speed of 5 knots submerged.

The passenger section of the pressure hull is a 1.85m transparent acrylic sphere, offering the prospect of a spectacular all-round view.

It has taken three years to design and build as a joint project between the Aquarium, an American investor, Marlin Submarines and consultants Sylvia Earle and Don Walsh.

It is hoped the submarine will be available for tourist use by the middle of this month, after a scientific expedition, and the Aquarium will

operate it for 12 months.

Regular excursions are planned to see Scylla on the sea bed, lasting about an hour and taking in the wreck of the James Egan Layne as well, but the submarine can be booked for other trips, including corporate hospitality functions.

Tickets will be available from the Aquarium, and demand is already high. For further developments, see the National Marine Aquarium website at www.national-aquarium.co.uk

Walkers follow in footsteps of heroes

IN DECEMBER 1942 ten Royal Marines Commandos disembarked into five canoes from the submarine HMS Tuna at the mouth of the Gironde.

Two canoes made a successful attack on shipping in Bordeaux.

Of the commandos, two drowned in the tidal races of the Gironde, six were captured, tortured and shot, despite being in uniform, and two escaped to Britain via Spain, with the help of the French resistance.

As the canoes were called cockle boats, the attack – officially Operation Frankton, became better known as the Cockleshell Heroes raid.

June 2002 saw the official opening of the Grande Route (long distance footpath), following the track taken by the two successful escapees, Maj Blondie Hasler and Mne Bill Sparks, from Blaye to Ruffec.

On June 10 this year, five sections of the route were followed by 100 English and French walkers, as well as others walking the whole distance.

Conditions were perfect – better than those in December 1942, when the escapees had endless rain, lack of food, and enemies at every turn.

The crew of one of the two canoes which succeeded in the attack, Cpl Laver and Mne Mills, were heading across country to Ruffec but were arrested by French police and handed to the Germans, who later shot them.

In a possibly unique French event, the Mayor Monieu La Garde had their names inscribed on the official French War Memorial, and the plaque was formally unveiled.

From Britain, two of Cpl Laver's sisters, a nephew and great niece, were present, with a strong representation from serving and ex-serving Royal Marines from Poole.

In the Mairie, the Anglo-French Frankton Souvenir group which had organised the event, had mounted an exhibition describing Operation Frankton. Souvenir in this context means a formal memory.

Anyone wishing to take part in future events can contact Frankton Souvenir either through Capt John Lamuth RN on 05 4907 7128, or M. Francois Bonnier on 05 4578 2691.

Candidates must now be fit for promotion

A NEW regulation is to be introduced which stipulates that promotion and advancement will be dependent on a person being 'in date' for their RN Fitness Test.

The new rule comes into force on January 1 2005 on the direction of Second Sea Lord Vice Admiral Sir James Burnell-Nugent.

The Director of Naval Physical Training and Sport, Capt Paul Docherty, said: "For over a year everyone in the Royal Navy has been required to take an annual fitness test – the RNFT – to maintain a general level of fitness commensurate with the potential demands of Service life.

"Personal fitness and the monitoring and delivery of the fitness of those under one's command are classic illustrations of the execution of good leadership. This is why the Second Sea Lord has directed that from January 1 2005 promotion and advancement is to be dependent on personnel being 'in date' for the RNFT."

"This new regulation recognises that the fitness of our people is a major issue, not just on health grounds, but because of its clear linkage to Operational Contribution in maintaining a Navy that is 'fit to fight'."

"In date" for the RNFT means that on the date of promotion, an individual has passed the RNFT in advance of his or her next annual test date.

Those not 'in date' will not be pro-

moted unless there are overriding Service reasons, such as medical or operational exemptions.

Rules (including exceptional waivers) are being developed to cater for a variety of circumstances.

In such cases a waiver may be applied with the Naval Secretary's approval – and subsequent success at the RNFT will trigger the award of backdated seniority and pay.

"Being 'in date' for the RNFT is a good indication of an individual's commitment, attitude, fitness to fight and thus his or her leadership qualities," said Capt Docherty.

The inclusion of waivers for those with genuine reasons means that the only people to be denied promotion will be "those who have failed to exhibit the appropriate effort," he added.

■ 100 trainee RN engineers took the RNFT en masse in a demonstration of the flexibility of testing facilities.

The students of Thunderer Squadron pounded the track of HMS Temeraire under the eyes of PT staff and RNFT Officer Lt Tex Marshall.

The eight who failed were invited into Tex's office where they were reminded of their obligations and allotted remedial training packages endorsed by the Institute of Naval Medicine.

A similar mass test was carried out by HMS Exeter on deployment for almost 180 of her ship's company.



● Two members of Thunderer Squadron at HMS Temeraire during their RN Fitness Test

Picture: PO(PHOT) Gary Davies (2SL)

Historic coat of arms is secured

THE COAT of arms of James, Duke of York, as Lord High Admiral has been secured for the National Maritime Museum at Greenwich following a contribution of £15,000 from the Society for Nautical Research's Macpherson Endowment Fund.

The coat of arms (right) is now on public display at the Queen's House, Greenwich. It measures 86cm by 57cm and is carved in limewood, possibly by Grinling Gibbons, and bears traces of gilding.

Roger Quarm, of the museum,

said it is "an extremely rare item", adding "there is nothing else like it in the collection, and no others are recorded."

James became Lord High Admiral at the restoration of his brother, Charles II, in 1660, and in 1665 he commanded the English fleet against the Dutch at the Battle of Lowestoft, which the carving commemorates.

Its size and quality suggests it was made for the dining room of a large ship or royal yacht used or built during James's tenure of office, which ended in 1673.



BATTLE OF TRAFALGAR BICENTENARY GOLD MEDAL ISSUE

To commemorate the bicentenary of the Battle of Trafalgar and the death of Admiral Lord Nelson, THE NELSON SOCIETY is producing, in a strictly limited edition of 2000 worldwide, a facsimile of the large Naval Gold Medal awarded posthumously to the Admiral. This issue will consist of 300 in 18ct Gold, 1000 in Silver gilt, all of which will be hallmarked 2005, and 700 in Bronze gilt. The medals will be presented in a high quality case complete with one metre of specially commissioned ribbon based on the original design.

To obtain a detailed prospectus and register your interest in this strictly limited edition, please write to The Sales Manager, The Nelson Society, PO Box 232, Billingshurst, RH14 9WJ or fax: 01403-782496, or visit www.nelson-society.org.uk

DON'T MISS THIS UNIQUE INVESTMENT OPPORTUNITY



● Families and friends of the ship's company line the decks of minehunter HMS Blyth during an eventful Families Day trip down Loch Long

Assault rounds off blithe day

IT was a blithe day in minehunter HMS Blyth for families and friends – once crew had seen off a full-scale attack on the ship, and rescued a stricken sailor.

The Faslane-based warship hosted more than 50 visitors for a Families Day down Loch Long, under the guidance – appropriately – of Blyth's CO Lt Cdr Tony Long.

Barely had the ship put out from Faslane than Royal Marines in rigid inflatable boats (RIBs) darted around, staging a waterborne assault on the minehunter, which was successfully overcome.

With that drama over, another began; PO(D) 'Dixie' Dixon admirably played the role of man overboard, winched to safety by a Sea King from

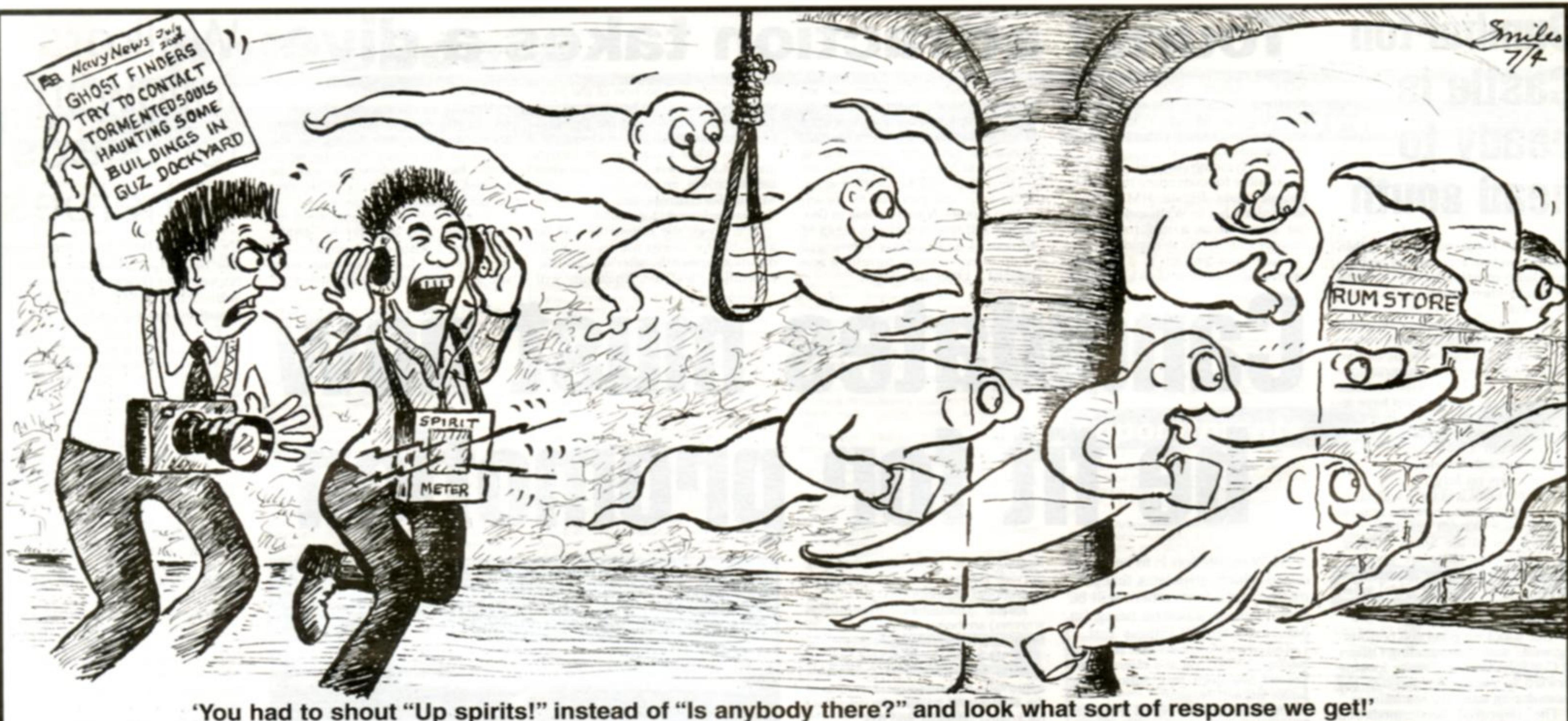
Gannet Search and Rescue based at Prestwick near Ayr.

With so much going on, the guests were treated to a gourmet meal-in-a-box for lunch, prepared by the Navy chefs.

Since the families day, the ship has concentrated her efforts in Liverpool Bay, carrying out route surveys on the approaches to the great port.

The work will mean that if the waters are ever mined in a future conflict, it will be easier to identify what is and is not a threat to friendly shipping.

With the surveying completed the Sandown-class ship berthed in Liverpool for a maritime festival, where she was opened to the public.



'You had to shout "Up spirits!" instead of "Is anybody there?" and look what sort of response we get!'

NEWSVIEW

Unifying forces come together

DESPITE all the underlying media beefs about the effects of the aftermath of the war to depose Saddam Hussein on the cohesion of the NATO alliance, the spirit of reconciliation was strongly evident at the D-Day + 60 commemorations, implicit in the presence of German Chancellor Gerhard Schroeder.

On July 2 *Navy News* is due to celebrate its own 50th anniversary at a lunch attended by the Commander-in-Chief Fleet – and representatives of the navies of no less than 17 countries, invited for no other reason than that these have all featured recently in the paper, taking part in joint ventures that in one or two cases would have been unthinkable just a decade or so ago.

Around that time, the then First Sea Lord Admiral Sir Julian Oswald outlined a new approach to the Royal Navy's role – as part of a global police force, countering the problems of drug trafficking, terrorism and piracy.

Since then, all those problems have steadily increased, but there are signs that his vision is coming true, as witness the close co-operation between many navies in combating these several evils, which in any case affect us all.

Thus it may be that the world's religious and political extremists, as well as criminal elements motivated simply by greed, may ironically succeed in uniting all who oppose them.

Ronald Reagan was likewise a unifying force – and the old Hollywood showman could hardly have timed his passing better. He was widely respected, perhaps most of all for his optimism and his ability to make his fellow travellers feel good about themselves again, which some now say made him the most popular US President of the past century.

That feel-good factor had much to do with the way he enshrined old-world values, which were so obviously, and perhaps surprisingly, appreciated by the many young people who turned out in force to applaud the dwindling band of survivors of the greatest seaborne operation in history (one almost entirely mounted by British and Canadian warships, let us say again).

This had been a 'crusade' against a clear and present danger whose moral values were as apparent to past generations as to present ones.

Moral certainties are currently in short supply, partly because they are much more open to media debate in time of conflict than they once were, which is maybe no bad thing in communities that like to call themselves democracies.

But 60 years ago they were clear enough to the mostly very young people who took part in the D-Day landings.

Their counterparts today, who have been deployed in just the few opening years of the new millennium in such widespread areas of trouble and contention as the Balkans, Afghanistan, Sierra Leone, East Timor, Somalia and Iraq, know that the old guard is behind them all the way.

And, as our reporter at D-Day+60 (himself a first-hand witness of several of these operations) has noted, the current crop of Servicemen and women (most of them young people under 25) feel just the same about them, too. They wanted to be there for them at Normandy, not out of duty, but for "honour and privilege".

Outside of the Armed Services, there can be very few groups in our society today where the generations come so closely together in mutual understanding and respect.

RNR beats the drum in Brum



MORE than 150 reservists from the Birmingham RNR unit HMS Forward marched through the UK's second city after receiving its Freedom.

All come from the local area and are in full-time civilian employment.

They were accompanied by the Band of the Royal Marines as they made their way to the Council House on Colmore Row.

Here they formed up for the parade on Victoria Square to await inspection by the Lord Mayor, Cllr John Alden.

The Freedom of the City was awarded to the unit in recognition of the significant contribution it had made to Birmingham and the Royal Navy over many years.

After the inspection, the parade marched through the city centre with colours flying, drums beating and bayonets fixed.

Said Commanding Officer Cdr Steve Collins: "To be awarded the Freedom of the City is a great honour and we are extremely proud to be recognised in this way."

"Even though the city is so far from the sea, Birmingham has strong maritime links and the Royal Navy and Naval Reserves have always recruited well here."

Personnel from HMS Forward have lately served in the Balkans and the Middle East. Last year over 125 of them paraded before the Prince of Wales on Horse Guards Parade to mark the 100th anniversary of the Royal Naval Reserve.

• **FREEDOM: CPO Andy Ashworth receives the casket holding the Freedom of Birmingham from Lord Mayor Cllr John Alden**





• 'How did you get all those medals then?' A Normandy veteran scrutinises a Campbeltown crewman's glittering array of medals and (right) Honour guard: Campbeltown's crew form up on the quayside at Ouistreham

• Frank Rosier, who featured in the BBC documentary Destination D-Day, salutes Campbeltown's crew lined up at Ouistreham to welcome veterans back to France



The final salute

Their names carved in history by what they did in the summer of 1944, veterans of Normandy returned to the beaches for the final official commemorations of D-Day. **RICHARD HARGREAVES** joined them.

Type 22 frigate HMS Campbeltown served as the flagship for First Sea Lord Admiral Sir Alan West.

Admiral West joined the frigate's crew to greet veterans as they stepped off a ferry, bound from Portsmouth to Ouistreham, on June 5 ahead of international services on D-Day itself.

From the Cotentin peninsula in the west to Caen in the east veterans of Normandy returned to the landing grounds for the 60th anniversary of the invasion of occupied Europe – the last official commemorations of the operation.

They were accompanied on land, at sea and in the air by the men and women of the Royal Navy and Royal Marines, from the highest in rank to the youngest recruits fresh out of training.

The ferry, Normandie, was shepherded across the Channel by HMS Gloucester, which broke off with other Allied warships to take up position off Arromanches for ceremonies on June 6.

HMS Campbeltown had sailed into Caen through the narrow canal linking the city with the Channel at Ouistreham on June 3, followed the next day by RFA Sir Percivale.

Crew and Royal Marines of 1st Assault Group accompanied the Prince of Wales and merchant seamen in Ouistreham before the veterans' arrival, planting a tree at the town's memorial.

Although these were formal occasions – Campbeltown's crew formed a guard of honour – the ship's Commanding Officer Cdr Bruce Williams encouraged his sailors to mingle with the veterans.

"Everyone was moved by the experience and in awe of the veterans' actions," he said.

"Some of the tales were harrowing, but they were all told with a calm acceptance."

Capt Paul Fitzpatrick, of 1st Assault Group RM which sailed with Sir Percivale, added: "Most of the men who went were aged between 18 and 20. It's been a great opportunity for them to think about exactly what these veterans did for us."

The sailors and commandos returned to Ouistreham on the morning of June 6 for a service alongside the Normandy Veterans' Association. Capt Williams, Sir Percivale's Capt Nigel Jones and Lt Gen Rob Fulton RM laid wreaths.

Sadly not every veteran of Normandy was able to return across the Channel, so in their honour Campbeltown had invited them to tour the ship before she sailed for commemorations.

Among those who took up the offer was Ted Hoskin, a 78-year-old former sick berth attendant who served aboard the hospital ship Tegyka during the Normandy landings.

"Any veteran you talk to has a story of bravery to tell that I don't think anyone can quite conceive of in this country today," he said.

After an unforgettable weekend in Normandy, at the very least there are a few hundred British sailors and Marines who have a greater understanding of what it took to liberate Europe all those years ago.

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MILITARY SALES



One last look

AS the sun began to set, silhouetting HMS Gloucester against the haze, the loudspeaker crackled into life. Executive officer Lt Cdr S. A. O'Brien called for a daily round-up and look forward to the following day.

mandie, crew saluting, waving at and cheering the veterans peering down on the warship 100 yards or so away.

The critics say today's generation knows nothing of Normandy and cares even less about the sacrifices made.

Not so. Ask any crew member of Gloucester and words like "honor", "privilege", "duty" were instantly forthcoming - so much so that some sailors had foregone advance leave or the chance to play in a sporting fixture. They wanted to be off Normandy.

They wanted too to take part in a solemn ceremony on the destroyer's flight deck early on D-Day, the ship at anchor off Arromanches.

No forebear of Gloucester served at Normandy.

She never had the chance. The ninth ship to bear the name fell victim to the Luftwaffe three years earlier off Crete.

That loss is keenly felt. The ship's company took part in commemorations off the Mediterranean island during the ship's return from deployment. The ceremonies were a foretaste of what the ship could expect on June 6.

"You will not find anyone who doesn't want to be here. It is a very different world from that of 60 years ago, but crew know that D-Day was the key to the liberation of Europe," Gloucester's Commanding Officer Cdr Malcolm Cree explained.

PO(EW) Garrie Lenihan lost his grandfather later in the campaign to liberate Europe, during the failed Market Garden operation in Holland.

He's not afraid to admit that as Gloucester led the veterans out of harbour he got a lump in his throat.

Indeed, I defy anyone who was involved in the commemorations in some form not to have felt the same way at some stage.

And that is the word: commemoration. Not celebration. Celebrate the liberation, but above all commemorate the fallen.

'No-one has made an

SEPARATED by barely 12 months in age, Lt William O'Brien and Major Clive Bossom were separated by a few hundred yards on June 6 1944.

They never met until 60 years later, returning to the spot where their deeds and those of their comrades are enshrined in history.

As the commanding officer of an escorting destroyer it was Lt O'Brien's duty to safeguard minesweepers across the Channel, before pounding German defences at Arromanches.

As an infantry officer in 49 Division, landed by the Royal Navy, it was Maj Bossom's job to secure the fledgling beachhead when he set foot on French soil on the afternoon of June 6.

For both men - the then 27-year-old Naval officer rose to become Commander-in-Chief of the Western Fleet, the 26-year-old soldier later served as MP for Hereford - returning to Gold Beach as the guests of HMS Gloucester would probably be their final return to the D-Day shores.

Lt O'Brien's charge, HMS Cottesmore, had arrived off Gold in the small hours of June 6. Expecting to sail into a maelstrom, the officer instead found the hostile shores silent.

"It was so quiet, nothing happening at all. It was all unexpected, and maybe a little disappointing. We were all worked up," the admiral said.

It was actually the first good news the ship had had since

leaving the Solent. As Cottesmore rode the Channel waves, the ship rocked. Seasickness and unease merely added to the nerves and tension.

"Going across you could not conceive that soldiers could land in this weather - in our ship we were feeling uncomfortable," said Adm O'Brien.

As the first strains of light were cast upon the Seine Bay, so the Germans awoke and began to open fire.

Many veterans describe the scene in those moments before the landings as the 'greatest show on earth'. At once terrifying, stupefying, spell-binding.

"The bombardment was terrific, an amazing show, rather like a firework display. It was pretty fierce," the officer remembered.

As she shepherded the craft in safely, Cottesmore's guns were trained on enemy defences.

"Our job was to 'chip' a hole in the wall so the troops landing could get off the beach," the admiral explained. "I rather think that it was successful because there were gaps in it."

A reporter and a photographer joined Cottesmore for this day of days; the photographer (from the Daily Mirror) was so terrified he only took one picture and that was as Cottesmore left the Solent.

The momentous day ended



'We saw the first heavy warships sweeping up from astern. The real Navy...'

IT wasn't just the might of today's surface forces which paid homage to the men of Normandy, writes Phil Wilcox.

A flotilla of small vessels followed the Normandie out of Portsmouth Harbour.

Few had stronger ties with the invasion fleet than historic MTB (Motor Torpedo Boat) 102.

Already a veteran of the Dunkirk evacuations, just before D-Day she carried both Churchill and Eisenhower as they inspected the ships assembled in the Solent for the invasion.

At 67, MTB 102 - in 1944 the Army target-towing vessel Vimy, but with her number still proudly painted on her hull - is slightly younger than most Overlord veterans.

Fresh from her stint flying the flag for D-Day events alongside that other veteran of Normandy, cruiser HMS Belfast, 102 headed to Gunwharf in Portsmouth - formerly HMS Vernon - to join the small ship flotilla.

Fellow 'little ship', the Southampton-based Medusa had the honour of leading the highly privileged convoy behind RFA Wave Knight, with 102 immediately behind.

A short distance away, her funnel belching smoke, the steamship Challenge (which pulled



● A lighter moment: (Above) First Sea Lord Admiral Sir Alan West chats with Sea Cadets during a break in formal proceedings and (right) 'For we were soldiers once, and young': Veterans look upon the land they liberated as HMS Campbeltown sails towards Caen

Pictures by:
Andrew Linnett and
LA(Phot) Chris
Wenham and 'Griff'
Griffiths, FPU East,
and LA(Phot) Jim
Fenwick, FPU West

the vital artificial Mulberry harbours so many years ago) could be seen.

As the ferry and her mixed escort made her way into the open sea, crowds thronged the seashore and walls, cheering and waving union flags and the echo of a single bell from a patriotic pub landlord could be heard.

From time to time, to keep pace with Wave Knight and Medusa, Richard Basey - 102's skipper for the past eighteen years - would open up the throttle, the high-pitched whistle and plumes of spray giving a thrilling indication of what 102 was capable of in her days as the fastest vessel in the Navy. (45 knots top speed then, more like 30 these days.)

Two vintage landing craft sped past, then, with a roar, a Lancaster and two Spitfires paid their own tribute to the passengers of the ferry.

At Spithead, Richard and his crew lingered for a while before somewhat reluctantly heading back to Gunwharf, where a Scottish military band could be heard entertaining the crowds.

Sixty years ago Naval author Douglas Reeman watched in awe from an MTB as the bombardment of Normandy began on June 6.

"We saw the first of the heavy warships sweeping up from astern. The real Navy," he wrote.

He played down the role of the 'little ships' on June 6; six decades on they had their day in the limelight at last.

The men waved furiously at the crowds before the convoy turned to head out into open sea.

And it was here, in mid-Channel, Gloucester's 240 crew could show their appreciation to the men of Normandy.

The destroyer hurtled past Normandy.

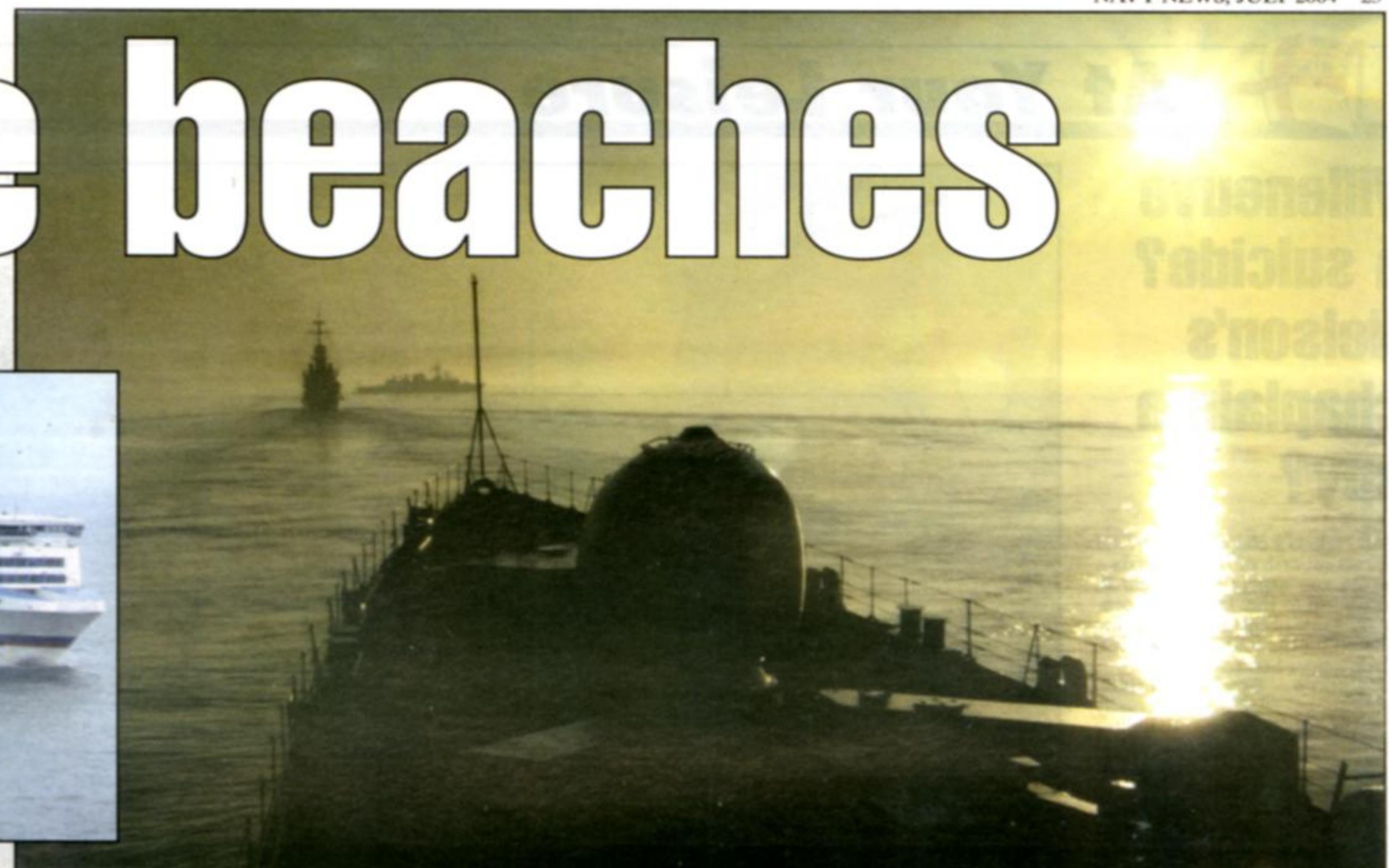


at the beaches

a serene sky on June 5
Simon Elliman gave his



● HMS Gloucester glides past Normandie at 30 knots in mid-Channel, with veterans and crew waving at each other



● (Above) Magnificent sunset: HMS Gloucester steams past Arromanches on June 5 as Allied warships practise for ceremonies the following day before thousands of veterans and world leaders

had been unremarkable until the morning of Tuesday June 6 1944.

Then it stood at the western edge of Gold beach.

Today the huge concrete monoliths of the Mulberry harbour ring the town, a mile out to sea, a monument to man's ingenuity.

The town itself, where the Queen thanked veterans personally for their deeds in the summer of 1944, has changed little since it was liberated by British troops on the afternoon of D-Day.

With ceremonies on the clifftop overlooking Arromanches and in the town square a stone's throw from the beach in full swing, Gloucester joined one of two columns of warships of every Allied nation steaming towards the beach for a ceremonial sail-past.

Each vessel briefly disappeared in the haze which hid the fleet from the crowds gathered in the town, before emerging from the mist.

As the Queen and Duke of Edinburgh took the salute from veterans in Arromanches' square, Gloucester reappeared for her second sail-past of the day, ready to fire a 21-gun salute in honour of the men of Normandy.

The destroyer's ceremonial guns should not open fire until the wheels of her limousine rolled as the monarch left the square.

And so it worked. "Sheer military precision," the television commentators remarked as a volley shattered the relative calm of a late spring evening.

They didn't know that officers were watching proceedings ashore on TV in the wardroom, giving the order to fire based on the images before them – taking into account the few-second delay caused by the satellite.

Military precision indeed. And a slice of excellent British improvisation.

With the salute done, Gloucester turned for home, her crew eager to see loved ones after more than four months away from home.

There was time for one last look at the Mulberries, slowly, ever so slowly disintegrating, as the elements take their inexorable, inevitable toll of man's creations.

But long after they have disappeared beneath the waves, the bravery and devotion displayed here on June 6 1944 – and beyond – will be remembered.



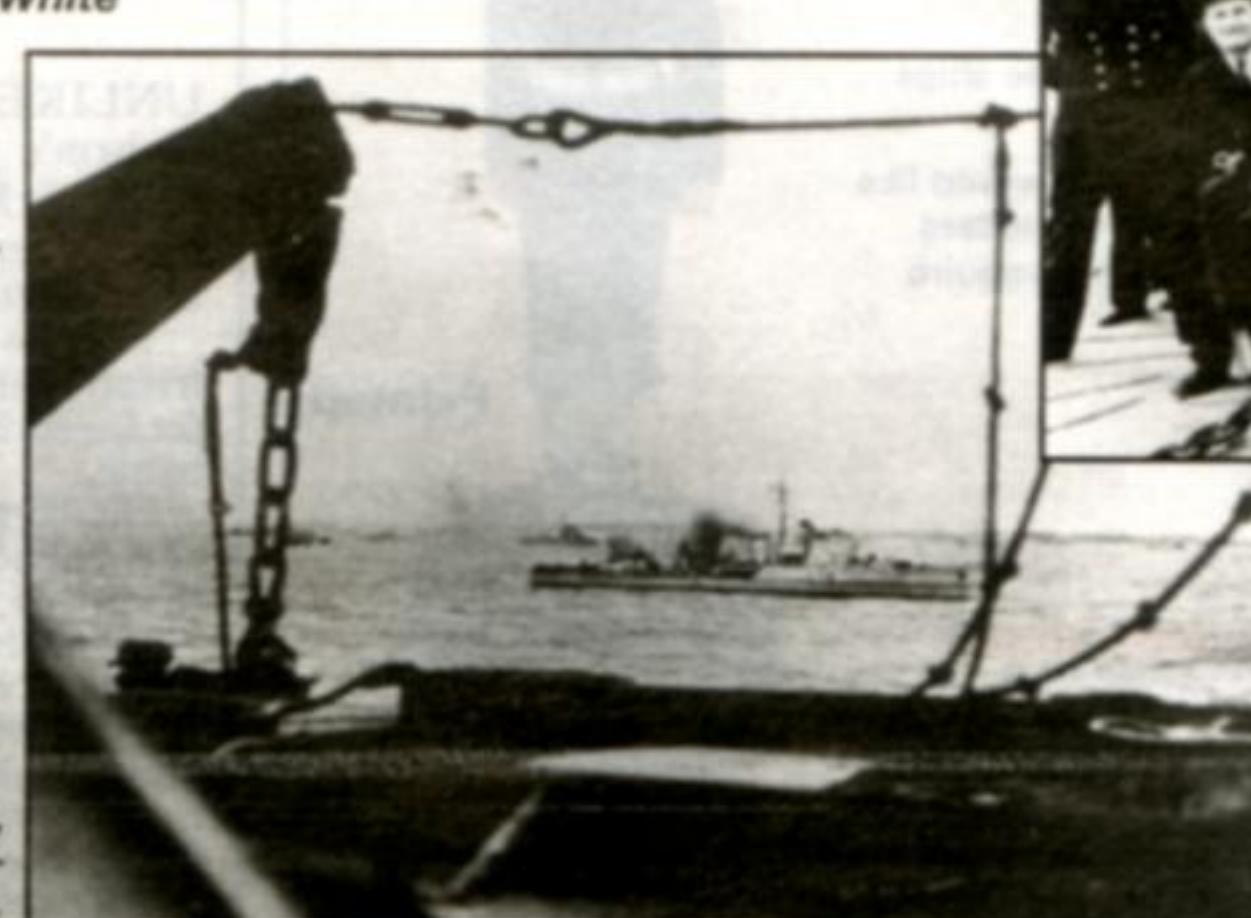
● The impressive sight of HMS Campbeltown illuminated in Caen and (above right) the Type 22 frigate squeezes through the Caen canal at Ouistreham



● We shall remember them: Gloucester's crew join Sir Clive Bossom and Admiral Sir William O'Brien for a memorial service off Arromanches in perfect seas on June 6, 2004



● 'To command one of His Majesty's ships on that day is a proud memory': Then Lt William O'Brien, sitting with his hands on his knees, and the crew of HMS Cottesmore pictured in 1944 and (below) the Hunt-class destroyer pounds German defences on Gold Beach on the morning of June 6 1944.



enough of the Navy's part...

year-old officer set foot on liberated soil and inspected the damage done by his ship's guns the previous week. Long before that he had realised the significance of the day.

"You knew at the time what you were part of. You never thought there could be so many ships in such a small area," he added.

"In my 40 years in the Navy, June 6 was 'the day'. And to command one of His Majesty's ship on that day is a proud memory."

As Cottesmore headed back across the Channel, Major Clive Bossom – today Sir Clive Bossom – was spending his first night in liberated France.

Like the Naval officer, the infantryman was keyed-up. After all, this was payback for Dunkirk.

He charged on to the sand in the early afternoon, gun at the ready.

"I thought I would be stepping into the hub of the war. But by then the

troops were about one mile inland. All there seemed to be was a Royal Navy beachmaster directing traffic," the former soldier recalled.

"I think the movies have made D-Day at times more dramatic than it appeared to us. I don't think the day itself for any of us was what we expected. We thought there would be



Major Sir Clive Bossom (left) and Admiral Sir William O'Brien in the shadow of Gloucester's flagstaff

with an order to return to Portsmouth, then up to the Thames to escort a convoy over to the beaches. Every one of the crew was exhausted.

"I have never had such a dry throat nor been so tired – that must have been a sign of the tension," Adm O'Brien remembered.

It was six days before the 27-

guns blazing and bombs falling from aircraft – we only saw two German planes the whole day."

That evening as crew of Cottesmore rested, the army officer was buttonholed by a French farmer.

"He had a very strong bottle of calvados – cider liqueur – so we spent the evening toasting the entente cordiale."

In the years since, the infantryman has had time to reflect on D-Day like his comrades. His magnanimity is typical of the 'men of Normandy'.

"No-one has ever made enough of the Navy's part. They did a bloody marvellous job. It would not have gone so well without them."

Six decades later the infantryman and the sailor stood beneath HMS Gloucester's White Ensign, flying limply at half mast, and gently tossed wreaths into the Seine Bay.

On June 6 1944 the waters off the Normandy shores were stained red by the blood shed in storming Fortress Europe, awash with bodies, bits of bodies, smashed tanks, kit bags – the detritus of war.

Sixty years to the hour that British troops stormed Sword beach the only things drifting away from the coast were two poppy wreaths, slowly carried by the current out into the Atlantic.



At Your Leisure

Villeneuve a suicide? Nelson's chaplain a spy?

WAS Nelson's chaplain a spy? Of the current rash of Nelson books – and we can expect a lot more in the run up to the Trafalgar bicentenary – one of the most intriguing is based on the journals, now lost, of Alexander Scott.

Nelson's Spy? (Meriden Publications £9.95) was actually first published by his daughter Margaret and her husband in 1842 – and yes, it seems likely, on this evidence, that he was.

In his introduction, Hugh Patterson reminds us that news travelled so slowly in those days that, given the limited means of knowing the plans of the enemy and the location of their ships, spying was vital.

Though even spying for Nelson and Britain seemed somewhat dishonourable to the Rev Scott's family, Nelson's continuing fame and Scott's very close friendship with him overcame this.

Nelson's Spy is available to *Navy News* readers at a special price of £4.95 plus £1pp. Cheques made out to Meriden Publications at 6 Victoria Road, Bridgnorth WV16 4LA.

Two other timely reprints from Chatham are **The Trafalgar Roll** by Col Robert Holden MacKenzie first published in 1913 (£20) and 1906's **The Enemy at Trafalgar** by Edward Fraser (£25).

The first celebrates the personalities of a battle in which, as Collingwood recorded, "every individual appeared an Hero" and is described by Colin White as still, despite a few historical inaccuracies since identified, "an admirable record of a remarkable body of men".

It also has some fascinating insights. For example, the Bellerophon long enjoyed reputation as one of the most distinguished veterans of the long war with France – yet Mackenzie argues that her record might even have been surpassed by the much less famous Defence.

Edward Fraser's book tells the story of Trafalgar from the perspective of the defeated French and Spanish sailors and looks at the mystery of Villeneuve's death.

His family recently said they believed he had committed suicide by drinking ink! But he was found, undressed and lying on his back on a bed, with five wounds to his chest and a sixth with a knife driven home to the hilt. Doesn't sound much like suicide does it?



1805 – defining the moment

FIVE years in the making, leading marine artist Robin Brooks' *The Defining Moment – Trafalgar 1805* is now available as a limited edition print.

The ships depicted are (left to right) the French Redoutable, Victory, Bucentaure (French), Africa (British) and Santissima Trinidad (Spanish).

Robin told *Navy News*: "As my research progressed, I read personal accounts by individual personalities on all sides. I realised how fate had led them to those brief few tragic hours and it became apparent that this was a Defining Moment in many ways, personally and nationally.

"For instance, Captain Lucas of the French ship Redoutable should not have been in the position he was. His ship should have been third in line from his Admiral, and had the other ships been in their proper station, it could be argued that Nelson might not have been shot.

"For it was Lucas' highly trained, highly motivated men who fought differently to those of other ships; a marksman in the rigging of the Redoutable was responsible for shooting Lord Nelson.

"Rear Admiral Cisneros of the Spanish ship

Santissima Trinidad saw that Victory's aim was to break the line between his ship and the Bucentaure. To prevent this, Cisneros backed the Santissima Trinidad's topsails, thus slowing her down and closing the gap.

"At the last moment, Nelson was forced to pass under the stern of the Bucentaure. This action sealed the fate of both Admiral Villeneuve and his flagship. From this position the Bucentaure received devastating damage from which she never recovered.

"Villeneuve himself seems somewhat of a tragic figure. He took upon himself the full weight of the failure. After the battle he was paroled to Reading and attended Nelson's funeral.

"He seems to have been greatly respected by English officers and society. However, Napoleon did not honour him – in fact he turned against him. Shortly after Villeneuve was exchanged and returned to France, he was found dead under mysterious circumstances. Napoleon was suspected of foul play but strongly denied it."

• Robin Brooks famously meticulous attention to detail involved the creation of the battle scene with models on a studio stage set (inset) Prices for The Defining Moment range from £199 to £599. Tel 01884 861313 for details

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Collingwood's fatal delay

UNLIKE previous books concentrating on Nelson's tactical genius and leadership, Brian Lavery's **Nelson's Fleet at Trafalgar** (National Maritime Museum £14.99) tells previously untold stories of the other men who served.

Perhaps most notable of these, of course, was his friend Collingwood – who here receives some criticism for his action, or lack of action, in the aftermath of the battle.

He did not anchor directly as Nelson had ordered – and had he done so, as Capt Codrington observed, all the prizes might have been secured.

In a similar vein, Lieutenant Senhouse of the Conqueror commented: "... if Lord Nelson had lived the fleet would have anchored immediately after the action, as we were only five leagues from the land and in shoal water where our anchors would have rode the ships securely, and having nothing else to attend to, we could have employed ourselves in rigging jury-masts and in securing the prizes; but this was neglected."

Collingwood's defenders say he really had no choice, in view of the shattered condition of the ships. His seamanship was just as good as Nelson's, if not better, and he, rather than the gravely wounded admiral below decks in the Victory, had to make the judgement.

In any case many of the captured ships were so badly damaged that they had not the means to anchor – but many did, and the fact remains that Collingwood did not give the order to anchor for another four hours.

Collingwood's seamanship was not at fault, but more energy in such an urgent matter might have saved a few ships and many lives," the author argues. "Collingwood was suffering from grief, exhaustion and the weight of responsibility. In (his) own account, he was 'in a forlorn state; my servants are killed; and Clavell (his first lieutenant) is wounded.'

"With no effective staff, he did not find decision-making easy and he did not rise to the occasion."



QUALITY THAT LASTED

DURING 1769 and 1770 Capt James Cook carried out a 2,400-mile circumnavigation of New Zealand, mostly based, because of near-continuous gales, on running surveys.

The chart shown here has recently been hand coloured by the United Kingdom Hydrographic Office. His work is of such a high standard that the Royal New Zealand Navy only withdrew his last chart from their portfolio nine years ago.

This was Cook's first great voyage of exploration. In 1766 his observations on the eclipse of the sun were presented to the Royal Society, which gave him command of an expedition to Tahiti to observe the transit of the planet Venus across the sun and to discover Terra Australis, a presumed southern continent.

Venus observed, Cook went on to discover and chart New Zealand and explore over 1,000 miles of the east coast of Australia.

Inside the Great Barrier Reef, his ship HMS Endeavour hit bottom and was in danger of sinking – prevented by a large lump of coral that, remaining in place, stopped sea water flooding inboard below the water line.

Cook made it to what is now called Cookstown, where the ship was careened up-river and the damage repaired while the ship lay on her side as high above the tide line as he could get her. The chart recording this incident below is by 20-year-old Richard Pickersgill, Master's Mate, and although naive compared to Cook's professional drawings, shows his love of charting and survey work which, in part, earned him promotion to Lieutenant on HMS Resolution for Cook's second voyage (1772-75) which achieved the circumnavigation of the Antarctic and the discovery of New Caledonia, the South Sandwich Islands and South Georgia.

Both charts are included in John Blake's magnificently illustrated and informative *The Sea Chart* (Conway Maritime Press £30).

□ An exhibition of the work of an outstanding artist who sailed with Cook, *William Hodges (1744-1797) – The Art of Exploration* opens at the Queen's House, Greenwich on July 6.



What Napoleon did next intrigues

WHAT would Napoleon do next? After his defeat by Nelson at Trafalgar, he knew he could never invade England, so where would he go?

Tom Pocock, one of the leading experts on the naval scene in this period – eight of his 21 books are about Nelson and his time – and one of the most engagingly readable, follows up his classic study of *The Terror Before Trafalgar* with an examination of its aftermath.

Stopping Napoleon – War and Intrigue in the Mediterranean (John Murray £20) is a thrilling account of the naval skirmishes and political manoeuvres needed to stop Napoleon's ambitions in the East – which was where many thought the Emperor would be heading.

They thought he would try to take over the vast, crumbling Ottoman Empire, return to Egypt (where he and his army were stranded following Nelson's victory at the Nile in 1798) and even march on India.

So the British concentrated on the Mediterranean and for a decade it became the scene of dangers – real and imagined – and of battles on land and sea. There were triumphs and dis-

asters in remote and exotic places, and a Trafalgar in miniature was fought between frigate squadrons in the Adriatic.

The Peninsular War might well have been fought on another peninsula – Italy. Bizarre rulers had to be flattered or fought – the Bourbons in Palermo and Napoleon's dashing brother-in-law, Marshal Murat, King of Naples.

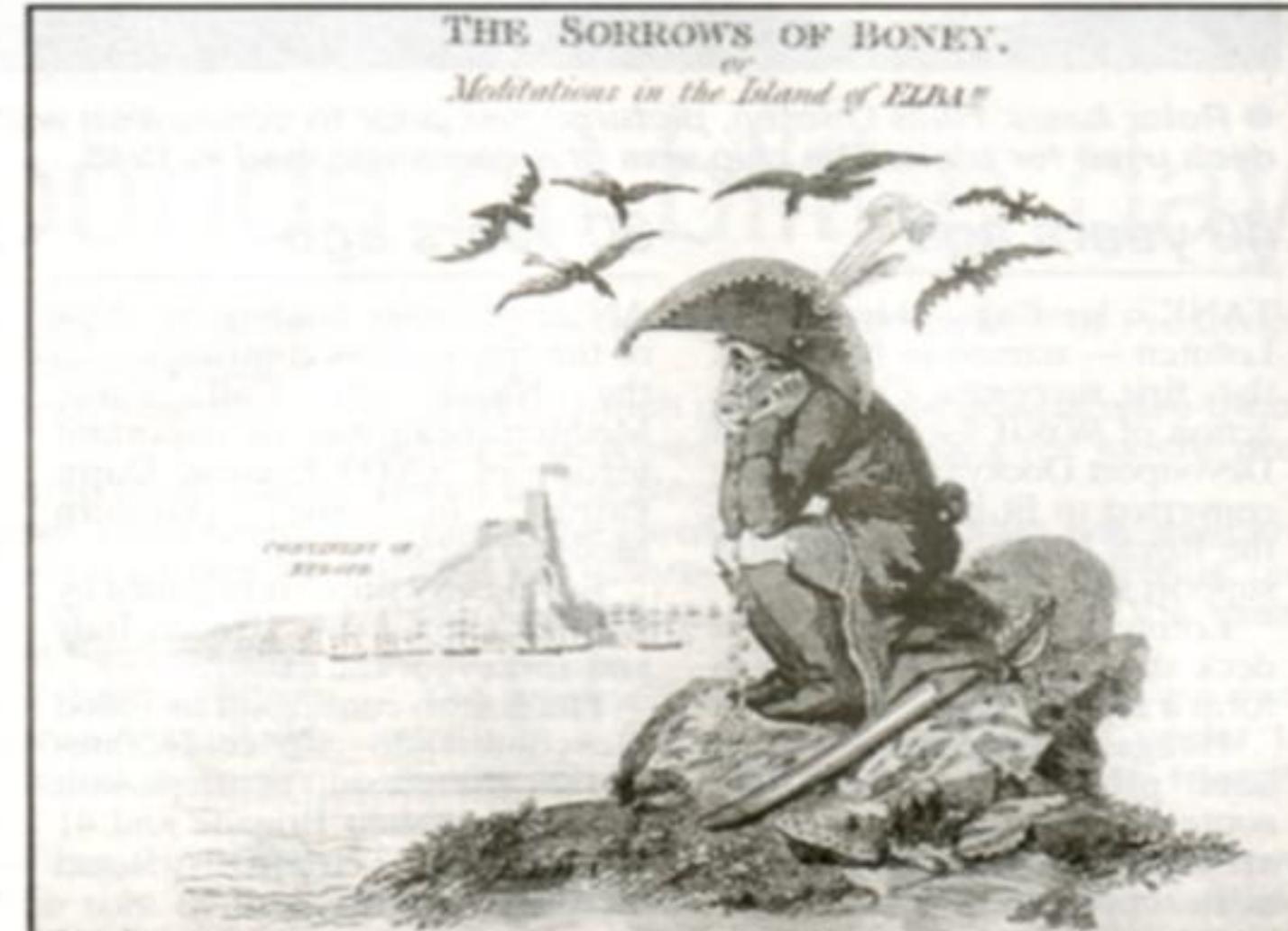
The successors to Nelson and the predecessors of Wellington

fought there, amongst them Lord Collingwood, Sir Sidney Smith and Sir John Moore.

Napoleon himself materialised at his most magnificent in Venice and in humiliating exile on Elba.

Of course, Napoleon did not see it like that, and the outcome was startling for all...

● **DOWN AND OUT? The exiled Napoleon as the British expected him to be, mocked in a caricature of 1814, published in London**



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NoticeBoard

Deaths

Maj Johnny Rowland, RMR Bristol, May 20.

Mme Christopher Andrew Barclay, 40 Cdo RM, June 12.

Lt Cdr Norman Laughlin, joined the Navy as a boy Seaman aged 15. Served during World War II as a TAG in Furious, Berwick, Hermes and Ninedex, became WO TAG to WO Observer in 1949 to numerous FAA Squadrons. Member of Telegraphist Air Gunnery Association. Aged 93.

Lt Cdr Kenneth Hall Brittain RNVR, HMS Juno, HMS Jaguar (survivor of Trubruk torpedoing 1942), then Admiral's Staff, Murmansk, Brother of Capt Dean Barry Brittain, NZ and Federal Line, survived sinkings Atlantic and Pacific and Lt Cdr James Harwood Brittain RNVR, HMS Wild Swan, Combined Operations. May 31, aged 84.

Lt W Meadow, 17th Destroyer Flotilla Association. Served HMS Opportune. May 20.

Lt Ronald Wesley Stock RNFR. After serving at Dunkirk, was commissioned and continued active war service on escorts and minesweepers in the Atlantic and the Mediterranean. Final appointment was ADC to the Admiral in Charge of Flying, at Yeovilton, March 8, aged 69.

Chief GI Frank Bowditch. Served 1955-82. Ships included Royal Arthur, FOST (sea riding), Berwick, Cavalier, Tiger. May 27, aged 66.

CPO Stoker Michael McCormack, President Royal British Legion Club Birmingham (Shard End). Member HMS Wizard & HMS Cadiz Associations. Other ships: Albion, Forth and Shays.

CRS Dougie Pittick. Ships included Invincible 1980-82 (Falklands). May 23.

CERA Roy Corbin. Served in HMS Serene 1944-47. Founder member of Serene Association. Aged 81.

LSBA Harold E. Green. Served 1947-56 in HMS Raleigh, RNR Plymouth, HMS Drake and HM Ships Gravellines and Alauia. May 16, aged 74.

Leading Wren Writer Kay Freeman nee Holland. Served 1978-1987. Served in Pembroke, Nelson, Eastney RM, SHAPE, ASWE. May 30, aged 43.

AM (AE) Harry Russell. Served 1943-46. Member Essex Branch Fleet Air Arm Association. May 12.

AM (AE) Peter Denness. Served 1952-60. Member Eastbourne Branch Fleet Air Arm Association. May 15.

NA 1 Denis Herbert Lindley. Served in Daedalus 1948-57. June 4.

AB George Cowie. HMS Belfast Association. May 18.

AB (Radar Operator) Derek Bishop. Former chairman Sixth Destroyer Flotilla Association (1944-46). Served HMS Caesar

of Sixth Destroyer Flotilla in home, Arctic and Far Eastern waters. June 11, aged 79.

L/S George Smith. Shipmate of HMS Cormus 1949-51. Served HMS Theseus, HMS Jupiter, Raleigh, Excellent, Vernon. May 8, aged 80.

Peter (Lofty) Burridge. Served 1949-56. Ships: Ocean, Consort, Raleigh, Alauia, Warrior, Terrier, Excellent, Member of HMS Consort Association. May 2.

Robert (Bob) Newbury. HMS Consort 1949-51. Member of HMS Consort Association. May 17.

Bill Wheldon. Served in Aircraft Handler branch between 1950 and 1956. Member of Aircraft Handlers Association. May 31.

Eric Pickles. 17th Destroyer Flotilla Association. HMS OPFFA. April 13.

AB L Price. Last ship HMS Glasgow. May 24 (in Adelaide), aged 74.

Peter Alexander Wigmore. Served in Fleet Air Arm aboard HMS Eagle 1948-53. May 28, aged 74.

Griffith George Woodward. Served as officer in engine room HMS Exeter at time of Battle of River Plate 1942-45. June 5, aged 95.

Denis Lindley. Formerly of HMS Theseus and other carriers, pre- and during Korean campaign. June 4, aged 73.

LM (E) G. (George) Barrett. Service 1954-57. Served in Shropshire branch Submariners Association. Submarines: Scythian, Seneschal and Tally Ho. April 29, aged 69.

PO Charles Ormsby. HMS Newfoundland Association. (1942-45). August 8 2003.

CF Myers RM. HMS Newfoundland Association (1955/56). November 18 2003.

Sig Marcus Roberts. HMS Newfoundland Association (1944-46). November 2 2003.

AB Alan Hargreaves. HMS Newfoundland Association (1956-58). January, aged 67.

Bernard E Graham RM. HMS Newfoundland Association (1958/59). January 3, aged 72.

Maurice Mullins. Canteen Manager HMS Newfoundland Association 1957-59. January, aged 76.

ME1 Matthew McMullen. HMS Newfoundland Association (1956-58). January.

AB H White. HMS Newfoundland Association (1944-46). April 26.

LME-A/PO S Molyneaux. HMS Newfoundland Association (1952-55). May 1.

LEM J W Curtis. HMS Newfoundland Association (1952-55). May 20.

ASSOCIATION OF RN OFFICERS

Rear Admiral J L Blackham. Vice President HMS Belfast Association. Served

in ship 1950-52. Served: Doon, Weston, Enchantress, Dene, Dauntless, Furious, Orion, President, Belfast and HM Dockyard Singapore and Portsmouth. May 18.

Commandant D M Blundell WRNS.

Cdr A D Bulman. Served: Devonshire, Volunteer, Chiddingfold, Solebay, Illustrious, Vanguard, St Angelo, Camperdown, Drake and Excellent.

Lt Cdr P E Henley. Served: Barham, Penelope, Atheling, Wilton, Phoenix, Implacable, Jupiter, Sheba, Loch Fyne, Urania, President, St Angelo, Collingwood, Excellent, and HMAS Leeuw and Lachlan.

Admiral of the Fleet Lord Hill-Norton. Served: Frobisher, London, Malaya, Rodney, Ramillies, Cairo, Howe, Nigeria, Decoy and Ark Royal.

Lt Cdr J E James. Served: Kenya, Jupiter, Bellerophon and Dolphin.

Lt K Macauley-Black. Served: Dryad and Heron.

Cdr T A McCrossan. Served: Hornbill, Peregrine, Goldcrest, Albatross, President, Barossa, Gannet, Daedalus and Rookie.

Lt Cdr W A Murray RNR.

Capt S A Porter DSC. Served: Rover, Tribune, Tudor, Superb, Opossum, Maidstone and Nato.

Lt C G Raleigh. Served: Mull of Kintyre, Blackwood, Cochran and Victorious.

Lt Cdr J S Rosser RNR.

Lt Cdr A I D Stewart. Served Newcastle, Paladin, Ceylon, Bermuda and HM Submarines Sturdy, Statesman, Aeneas and Triumph.

Lt Cdr W J Tuck. Served: Eagle, Flycatcher, Siskin and Daedalus. United, Tapir, Turpin and Triumph.

ROYAL NAVAL ASSOCIATION

Ron Hodgkins. Founder member, life member Chesham branch. Also branch chairman 30 years. Member Russian Convoy Club. May 17, aged 80.

Stoker Tony Wakeford. Social secretary Harlow branch. Served 13 years 1955 onwards. April 29.

Albert Warner. Late of Epping branch, transferred Harlow branch January 2001. Naval airman. Served 1949-51. May 13.

Phyllis Goff. Bexhill-on-Sea branch. Also member WRNS Association. Ldg Cook WRNS 1942-45. Served Thurstan and HMS Vulture.

Kenneth Berreclough. Associate member Bexhill-on-Sea branch. RAF World War II, PoW Java 3 1/2 years.

Roy Daines. Wigston branch. Atlantic and Arctic convoys and Russia. Ships include HMS Rockingham. April 30.

Arthur Brown. Life member of RNA, president of Chatham branch and branch welfare officer. May 22.

Tom Martin. Londonderry branch. Member of Crane Association. Ships:

Jamaica, Crane, Stalker and Blackwood. May 13.

Jim Walters. Thurrock branch. CPO. Served during World War II. May 18, aged 84.

Keith Wood. Secretary Atherton branch. Joined RN as cook until medical discharge in 1963. Served 1945-47. Ships: Belfast, Centaur, Carysfort and Resolution. May 22, aged 60.

Ernest "Doc" Treby. Uxbridge branch. Sick bay tiff. Served 1945-47. Ships include: Royal Arthur, Glendower, Pembroke, Golden Hind, Gould and Terror.

Ronald Ayliff. Bourne branch. Stoker. Served 1941-46. Last ship HMS Kingston Agate. May 28, aged 81.

Victor (Vic) Funnell. Ipswich branch. CPO Signals Royal Hospital School, Diadem, Korean Veterans Association.

Jack Woodward. Ipswich branch. CPO. Ships: Kelly, Kipling, Anson. January, aged 86.

George Risby. Ipswich branch. Ex cook, Chatham.

Russell Thrower. Ipswich branch. Ex stoker, Chatham.

Danny Gilmour. Morecambe & Heysham branch. February.

Gordon Sharp. Morecambe & Heysham branch. May.

Eric Bond. Morecambe & Heysham branch. May.

Ron Wood. Former welfare officer, and standard bearer for the Patrol Service, Scarborough branch. April 6, aged 78.

S/M Ron Jackson. Peterborough & District branch. Served four years during World War II aboard HMS Trump. May 22.

Queen's Birthday Honours

Royal Navy - Queen's Birthday Honours List 2004

Watts RM, Lt Col Simon J. Hall RM, A/Capt Iain D. Arthur

MBE - WO2 (AEA) Mark G. Ansell, Col Sgt David Bainbridge

RM, WO2 (MEA) John S. Beech, Lt Cdr Mark A. Guy, Col Sgt

Edward Hislop RM, Lt Cdr

Laurence K. Johnson RNR (SCC), Lt (FS) Margaret M. Knox, Lt Cdr Michael Lynch, WO1 (MEA) Michael F. O'Connor, Lt

Cdr Susan E. Price RNR, WO1 (AWW) Paul J.A. Spinks, Lt Cdr

William L. Van-Den-Burgh

QVRM - Lt Cdr Susan C. Sides RNR

Appointments

Rear Admiral R.A.J. McLean to be promoted Vice Admiral and to be Deputy Chief of Defence Staff (Health) in succession to Lt Gen K. O'Donoghue on September 16, 2004.

Rear Admiral T.P. McClement to be promoted Vice Admiral and to be Deputy Commander in Chief Fleet in succession to Vice Admiral Sir Mark Stanhope on June 16, 2004.

Cdr C.A. Johnstone-Burt to HMS Ocean as Commanding Officer on July 1, 2004, and to continue to hold the local rank of Captain.

Acting Cdr P.J. Haslam to HMS Sutherland as Commanding Officer on August 31, 2004.

Lt Cdr J. Wren to HMS Explorer (Calloipe) as Commanding Officer on March 1, 2005.

Sports lottery

May 15: £5,000 — WO2 B Gouge, MoD London; £1,500 — OM E Griffiths, Portland; £500 — SLT R Bond, Hurworth

May 22: £5,000 — Lt Cdr J Herriman, Horsey Island; £1,500 — CSgt M Woolton, CTCRM; £500 — WOAEW W Whittaker, Seahawk

May 29: £5,000 — LOM (C) J Jenkins, Collingwood; £1,500 — PO (C) B Ward, Fleet HQ; £500 — DiverD Adams, Excellent

June 5: £5,000 — OM S Maciejewski, Severn; £1,500 — Sgt M Burt, MoD London; £500 — Lt Cdr D Graham, Excellent

June 12: £5,000 — Cdr D Gordon, Nelson; £1,500 — OM A Hallimond, Norfolk; £500 — MEM S Giles, Nottingham

THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the July headlines of past decades...



● Rotor basis: HMS Lofoten, pictured just prior to conversion with a "rougher-up" strip on the deck used for trials. The ship was first commissioned in 1945.

40 years ago

TANK landing ship HMS Lofoten — named in honour of the first successful Commando action of WWII — came out of Devonport Dockyard after being converted to fit her new role as the Royal Navy's first helicopter support ship.

Lofoten had had her upper deck stripped and reinforced to form a flight deck.

Hangar facilities had also been provided for four helicopters, to allow them to operate at greater ranges from their main support base.

30 years ago

AN amphibious landing by ships of the five nations contributing to the Naval On Call Force Mediterranean was an important feature of NATO Exercise Dawn Patrol in the Western Mediterranean.

Royal Navy ships were joined by ships from the USA, Greece, Italy and Turkey for the exercise.

The British contingent included the commando carrier Hermes and the assault ship Fearless, with HQ3 Commando Brigade and 41 Commando Group, Royal Marines embarked.

20 years ago

HMS Sandpiper, perhaps more used to visiting south coast ports in her training role for BRNC Dartmouth, opened fire on them for a change.

In the company of HMS Stubbington and warships from several other nations, the ship "bombed" Weymouth beach as part of a 40th anniversary D-Day re-enactment.

A large crowd watched from the beach as the impressive display was followed by an amphibious assault carried out by Royal Marines and Royal Engineers.

Employment chances for homeless ex-Servicemen

NEW phase of a project to find work for homeless ex-Servicemen is set to start up in September.

Project Compass offers a co-ordinated programme of training including personal development, employable skills and work placement schemes.

Participants are also provided with intensive 'one-on-one' support and motivation.

Current partners in the project include the Office for the Deputy Prime Minister's Homelessness Directorate, Business in the Community, Business Action on Homelessness, Training for Life, Rolls Royce, BAE Systems, AMS, Interserve, Right Cutts and business consultants KPMG.

Speaking at a reception held by MOD and KPMG, Veterans Minister Ivor Caplin said: "I am very pleased to support Project Compass, which I believe provides some of the essential support needed to assist the relatively small number of socially excluded ex-Service personnel make that important step back into employment happen."

In 1998 the Government's Social Exclusion Unit estimated that around 25 per cent of homeless in London had a Service background.

More recent analysis of statistics indicates that this has now dropped to 10 per cent.

Of the 93 ex-Service personnel involved in the pilot scheme of Project Compass, 15 gained work experience, 21 undertook vocational training courses, ten returned to further education and so far 14 have found permanent employment.

RARELY seen outside the USA, the world's only two true stealth aircraft will take part in the same aerial display in the UK this month.

Confirmation that the USAF will be sending their futuristic B-2A 'Spirit' bomber on a 10,000-mile round trip from Whiteman Air Force Base in Missouri means it will join the F-117A 'Nighthawk' in the Royal International Air Tattoo's eight-hour flying display at RAF Fairford, Gloucestershire on July 17-18.

Such is the secrecy that surrounds the B-2A that it is always accompanied on its flypasts by two USAF F-15Cs.

In total, the US will be sending more than 50 aircraft to take part in Europe's biggest air show.

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Revenge reunited

PRIDE of place at the HMS Revenge (1939-42) reunion at Southsea Leisure Centre went to a magnificent model of the battleship brought along by Mike Harding. It is seen here at the Bude Model Boat Festival in May.





Royal Naval Association

Branch in ANZAC parade

IN KEEPING with tradition, members of the Rockingham and District branch in Western Australia, their standard proudly displayed by S/M Terry Rawe, attended the ANZAC Day service and parade accompanied by S/Ms Keith Heard and Fred Bartholomew, displaying respectively the Union Flag and the Australian flag.

Afterwards they joined Cdr Phil Orchard and his wife, Isobel – an ex-Wren – for a social get-together.

Cdr Orchard, who is Commanding Officer of HMAS Stirling, the local Royal Australian Navy base, began his Naval career with the Royal Navy.

Naval Quirks

IN THE 1914-18 WAR, "DAZZLE PAINTING" OF SHIPS WAS BROUGHT IN TO BAFFLE ENEMY ATTACKS..



Brighter outlook for Conference delegates

AN IMPROVEMENT in financial investments, a deficit less than expected, and more younger people joining the Association – it was generally cheerful news for delegates at the RNA Annual Conference in Portsmouth as *Navy News* went to press.

If the financial graph is on an up, it had not gone high enough to induce a much as a hint of complacency as the Chairman of the National Council, S/M David White, presented the RNA's

annual Report and Accounts. Income from subscriptions, he reported, fell from £185,000 to £177,000 in 2003, due largely to the loss of 1,142 members.

An expected deficit of £18,046 was £10,000 better than anticipated, and a surplus of £700 is forecast for 2004.

The loss of 1,142 members, he was due to tell delegates, was regretted by the Council, but with an ageing membership, many of them World War II veterans, an annual loss is to be expected.

Total membership now stands at 32,331. No major loss was recorded in the

number of RNA branches, now totalling 475. Seven decommissioned in 2003, and four commissioned – three of them overseas.

The friendship extended by overseas branches to visiting ships, he reported, has done a great deal to enhance the image of the RNA among serving personnel.

To such a degree, one UK branch recruited 170 serving members in 2003, and a further 54 so far in 2004.

RNA clubs, said S/M White, remain steady, despite occasional difficulties.

The report confirms the unstinting generosity of Association branches and individuals.

Their fund-raising activities in 2003 raised £124,872, for Naval, national and local charities and a further £27,160 for the RNA's Central Charities Fund, to help Naval charities and individual needs.

There was good news, too, for those concerned with ceremonial matters.

The Chairman reported that the Council had approved the personalisation of branch standards and that a local spike can now be affixed to standards and worn on all occasions.

The report focused on the risk the trustees of RNA clubs and branch premises might face due to fraud, fire and other hazards, and the policies which should be adopted to mitigate these risks, obliged by law.

The Chairman said that, in view of the vagaries and the fluctuations of the Stock Market, the Council believes that the Association should hold sufficient Unrestricted, Realisable funds to cover four years funding costs.

The amount held on December 31 was £878,949 – but was not enough to meet requirements.

The situation was, he said, being closely monitored.

Concluding his report, S/M White said that the Council was pleased at the efforts being made to recruit more, new younger people, especially those serving, and that the efforts were paying off and the true worth of the Association is being recognised.

For further details of the Conference, see next month's *Navy News*.

Welcome for the Delfin

WHEN the Commandante of Cartagena Naval Base handed over the submarine Delfin to Torrevieja as a museum exhibit for the town marina, the mayor invited members of the **Torrevieja** branch in Spain and the Royal British Legion to attend the welcoming ceremony and parade their standards.

Music was provided by a Marine Band.

At a social event which followed, the mayor and Commandante chatted with members, swapping the odd 'war story' – the Commandante revealed he had done part of his training at HMS Vernon in the 1980s, and had stayed at Chatham Barracks.

A donation of 500 Euros was later made by the branch to the mayor's office in aid of the victims of the Madrid bombing.

Cheshunt host St George party

AS A mark of esteem and appreciation for outstanding service to the Association, S/M Doug Carter, National Council member **No 5 Area** and member of **Ipswich** branch, was awarded life membership.

Representatives of various branches throughout the area attended an enjoyable St George's supper party, hosted by the **Cheshunt** branch and later attended a commemorative parade and service to mark the 60th anniversary of D-Day, hosted by Frinton War memorial Club and Association.

Following the parade, hospitality was extended to the visitors by Memorial members.

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Model of Hood in safe hands

SHIPMATE Trevor Dunne, chairman of **Basildon** branch, gave the following update on the scale model of HMS Hood, made by the late S/M Eric Wakeling and referred to in the March edition of *Navy News* by Mrs Martin, founder member and former president of the **Thurrock** branch.

This superb model of the Hood, she will be pleased to know, is in very good hands and treasured by the Basildon branch.

It was bought in the mid-1990s on behalf of the branch by S/M Frank Dawson, a member of both Thurrock and Basildon branches, as was the late S/M Eric Wakeling.

It came without a trailer, which the branch has supplied, but still stands on its original base, with S/M Wakeling's name on a plaque. Used initially for carnivals, when members grew too old to walk the route, the Hood was housed in the Motor Boat Museum at Wat Tyler Park.

When the Museum decided to limit their exhibits to sport and leisure boats, the Hood was moved to a shed at the park.

It is used twice yearly by the branch, when it holds street collections in aid of the RNA in Basildon's Eastgate Centre.

S/M Dunne said the model is much admired by members of the public.

"It never ceases to surprise us how many people come up and tell us of a relative who served in the Hood," he said.

The branch extends a warm welcome to the relatives of S/M Wakeling and members of Thurrock branch to inspect the model of the Hood when it is on display.

The street collections usually take place in June and October, and the exact dates can be confirmed by getting in touch with the secretary of the Basildon branch.

They will find the scale model is in fine fettle thanks to S/M Dunne and the branch vice chairman, who formed a side par not too long ago and gave the Hood a minor refit.

£50 PRIZE PUZZLE



The mystery ship in our May edition was HMS Surprise, formerly the Bay-class frigate HMS Gerrans Bay – but she was built as HMS Loch Carron and renamed in 1944 before her launch.

The winner of the £50 prize was Mr P. Haynes, of Altrincham in Cheshire.

This month's mystery ship is one of a class which was named after famous Royal Navy frigate captains of the Napoleonic era.

She was the only ship of her class launched in 1956 – what was her name, what was her

pennant number, and what was the type number of the class?

Her pennant number has been removed from this picture.

The correct answer could win you £50.

Complete the coupon and send it to Mystery Picture, *Navy News*, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is August 13. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our September edition. The competition is not open to *Navy News* employees or their families.

MYSTERY PICTURE 113

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Trophy for Jean rewards efforts

AT THE No 4 Area quarterly meeting, hosted by Redruth, S/M Jean Homewood, of Helston branch, was presented with the Jacqui Ward Trophy, in recognition of her welfare and social activities.

Jean arranges most of the branch social events, ferries members to and from hospital – no mean feat, as the nearest hospital is 25 miles away.

She also ensures that those who lose partners are included in branch activities.

The trophy was presented to Jean by S/M Frank Jones, vice chairman of the Delabole branch.

The award of life membership was also presented to area president S/M Howard Jeffries, by the chairman of the National Council S/M David White, who in turn was presented by No 4 Area with a personal National Chairman's Badge of Office.

Branch fosters Entente Cordiale

THIS month has seen several joint Anglo-French events involving shipmates and their French amis d'abord.

The Association des Marins Anciens Combattants (AMMAC), the French equivalent of the RNA, invited shipmates of the Aquitaine branch to lunches at Bergerac and Villeneuve-sur-Lot.

A group of 15 shipmates took part in the commemorative Cockleshell Hero walks (see p19), the branch had its own regular monthly lunch, and it was represented by the chairman, Ken Napier, at the annual Inter-Regional weekend assembly of AMMAC at Mont de Marsan, where a quarter of AMMACs send delegates.

Before the formal lunch, delegates were entertained by a group of 14 male and female dancers and accordion players in traditional Les Landes costume.

The dances were similar to Scottish country dances, both fast and furious or sedate, but the main difference was that the dancers and musicians were on stilts, with their feet 4ft above ground level.

At the meeting, the developing links between the French and Royal Navies were discussed, including the plans for

Deputy President mourned

HIS many friends in the Association are mourning the death of Deputy President Rear Admiral John Bell, who suffered a heart attack while holidaying in Tunisia.

His dedication to the RNA was limitless, extending over many years during which he also served as president of No 2 Area.

His presence will be missed at all

RNA functions, especially at the RNA Annual Conference, where his wisdom and humour were a calming influence, especially when rules and bye-laws were debated.

His knowledge of these was such, he re-wrote the entire Rule Book last September.

Admiral Bell's funeral at St George's Church, Taunton, was attended by the Association's President, Chairman and Vice Chairman, and a large ship's company.

A total of 14 standards, including the National Standard and that of No 2 Area, were paraded.

As *Navy News* went to press, a memorial and thanksgiving service was due to be held in Westminster Roman Catholic Cathedral for the life of Admiral Bell.

Loyalty recognised

AT the Annual General Meeting of the Ipswich branch, S/M John Dens was awarded life membership in recognition of his long and loyal service.

The branch will continue to develop relations with France in the centennial year of Entente Cordiale.

Ken Napier can be contacted on 05 5301 7280.

Fred survived sinking

THE Clacton-on-Sea branch is proud to have as a member S/M Fred Henley (right), aged 81, believed to be the last-known survivor of the submarine *Truculent*.

Fred joined the Navy in 1940, and as a Boy Seaman served in HMS London and Coastal Forces before transferring to submarines.

He joined *Truculent* when she was refitting in Chatham in 1949. She was due out on trials on January 13, 1950, with full crew and dockyard fitters.

As the date was considered unlucky, the trials were brought forward to January 12, and all went well – but on her way home, in the Thames Estuary, *Truculent* was hit by the Swedish tanker *Divina*, and sank.

Only 15 of the crew survived, and



two of the 18 fitters.

Fred, with four officers, was picked up from the freezing water by the Almdijk, a Dutch passenger ship.

Cape crusaders head South

ONE overseas branch has ventured into new territory – it has made a bid to feature in *Navy News*!

S/M Brian Mundy, secretary of the Cape Town branch, said that members eagerly await their copies of the paper, and suddenly realised they had never sent any news for inclusion in the RNA pages.

A group of members and their wives travelled from Cape Town earlier this year on a trip of almost 100 miles to Arniston, a place very near to Danger Point.

This is the nearest headland to the rock, now known as the Birkenhead Rock, where the trooship of the same name foundered in 1852.

Of the 636 people on board only 193 survived.

A memorial ceremony has been organised there annually for many years, but the branch had not been represented until a member found out about the details last year and arrangements were made to rectify this.

So in 2004 the branch was out in force, complete with their Colours.

The party spent a few days in the area, and was made very welcome by local residents.

The ceremony has grown over the years and now includes a wreath-laying ceremony over the Birkenhead Reef, during which a wreath was laid on behalf of the branch by S/M Chris Becket, the vice-chairman.

As can be seen from the accompanying photograph, it does rain occasionally in sunny South Africa – but this is only to be expected, explained S/M Mundy, because the location is on the southernmost tip of the continent, and the next stop south is the South Pole.



• Rona Townrow, wife of standard bearer S/M Peter Townrow, shelters S/M Nick Hodson, a lay minister in St Francis Church, Simons Town, during the Birkenhead Memorial Ceremony



• Area 12 standards on parade in Londonderry

Silver Jubilee marked

TO MARK the Peterborough and District branch silver jubilee, a service of thanksgiving and the rededication of the branch standard was held in St John's Church, Peterborough, attended by shipmates from branches throughout the No 6 Area displaying their standards.

The service was attended by Admiral Sir Raymond Lygo, the Mayor and Mayoress, the Lord Lieutenant of Cambridgeshire and the branch patron, Mr G.F. Crowden, and other local dignitaries.

Following the parade and march after the service, the Lord Lieutenant inspected the parade.

Hood service

THE annual commemorative service for those who lost their lives in HMS Hood was attended by 20 members of Christchurch branch.

The service was held on May 24, in the St John the Baptist church, Lymington.

For loyal and long service, the branch honoured S/M Archie Scardifield with life membership. Branch delegate and Public Relations Officer Archie is currently serving as secretary.

Perth parade

TO mark the 60th anniversary of the Normandy Landing and the Freedom of Perth for the RBL Scotland, members of the Perth and District, with those of Arbroath and Edinburgh and a contingent from HMS Illustrious, paraded through the town, led by the Band of the Royal Marines Scotland.



• The wreath-casting party on the River Foyle, Londonderry; from left: S/M B. Roulston, Area 12 Chairman; S/M N. Willis, Merchant Navy; Vice Admiral John McAnally, S/M R. Buchanan

Picture: S/M D. Stone

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Scottish exercise 'is largest yet'



● Allied ships, including Dutch fast combatant support ship Zuiderkruis (A832) alongside at Garelochhead before the start of the summer JMC



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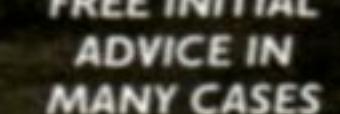
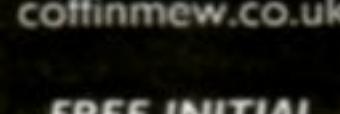
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FRIGATES HMS Argyll and HMS Campbeltown, based at Devonport, are amongst the ships taking part in what is believed to be the largest Royal Navy and RAF-led maritime training exercise ever seen in Scottish waters.

The Joint Maritime Course (JMC), which started as *Navy News* went to press, involves more than 50 vessels from 13 nations, including giant American aircraft carrier USS Enterprise and Dutch assault ship HNLMS Rotterdam, and seven submarines.

Also taking part will be 54 jet fighters, ten maritime patrol aircraft such as Nimrods, and others which will feature in reconnaissance and air-to-air refuelling roles.

The whole complex exercise will be directed from a suite of rooms in Clyde Naval Base at Faslane, and will involve the movement of thousands of people, their ships, aircraft and equipment around 14 exercise areas, from the Hebrides in the north to Galloway in the south.

The first day of the exercise was a treat for ship-spotters on the Clyde, with almost 20 foreign ships and submarines sailing from Faslane.

The flotilla were due to meet up with the Enterprise at sea, along with other vessels that had already deployed to pre-planned positions.

During the JMC, designed to help compatibility between UK armed forces and their allies, RAF and NATO jets will simulate attacks on the multinational-



● Polish frigate ORP Pulaski at Clyde Naval Base for the start of the summer Joint Maritime Course

fleet, as will Royal Marines commandos in small boats.

Several submarines will operate off Skye and the Hebrides, and regular meetings with fishermen's organisations have been scheduled to ensure there is no confusion about movements.

Although the scenario and the countries concerned in the simulated combat

will be fictitious, the 'script' will be heavily influenced by lessons learned from previous real-life operations, such as those in the Balkans, West Africa and Asia.

There will be force protection issues, but this particular scenario is not based on the war against terror.



● (Above, far left) German fast attack craft FGS Kondor, FGS Grief and FGS Gepard at Clyde Naval Base

● (Above left) Ships start to gather along the jetties at Faslane for the summer Joint Maritime Course

● (Above) Polish frigate ORP Pulaski and Turkish frigate TCG Gediz at Faslane. More than 50 vessels from 13 nations took part in the exercises off Scotland, which started as *Navy News* went to press

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Texting times for MCMV watch team



A NEW Rebalancing Lives initiative is cutting the number of watchkeepers needed when a mine countermeasures vessel (MCMV) is in her base port over a weekend.

The Dormant Ship Weekend Routine (DSWR) requires an outlay of less than £5,000 for each Hunt or Sandown-class ship – but slashes the number of tedious weekend duty watches.

And even those on watch get a better deal, as the mobile phone technology employed means that the job can now be done from the comfort of a portable office, rather than standing on deck in all weathers.

The basis of the new initiative is a remote monitoring system, based on commercial off-the-shelf equipment but using a package designed and implemented entirely within the Ministry of Defence.

The system continuously monitors a ship's alarm and warning panel, and any of the critical alarms will trigger a text message to the mobile phones held by the Duty Shipkeepers.

The alarms include fire and flood, gyro fault, shore electrical supply and motion detectors – a shipboard

RE-BALANCING LIVES

'burglar alarm'.

The system went live on board HMS Grimsby over the Bank Holiday weekend at the end of June, which meant that a duty watch of four people from Grimsby kept an eye on two minehunters for two days – HMS Shoreham returned the compliment for the other two days – a task normally performed by at least nine people on each ship.

One of those on watch was OM Ben Harwood, who said: "The new system is a lot better – it makes a difference not being stood on a gangway for 24 hours over a three-day weekend in all weathers.

"Instead we were in a cabin, in the dry, with a television – before, the boredom can really get to you."

The software required to drive the system was written by MOD boffins,



● On the line: Four people (top of the bow) with mobile phones can now act as duty watch for two mine countermeasures vessels, freeing those on the deck (left of picture) to rebalance their lives. Also in the picture, from bottom of bow, are Deputy Commander-in-Chief Fleet, Vice Admiral Sir Mark Stanhope, Captain Rebalancing Lives, Capt Simon Ancona, and Lt Pete Young, who worked on the design of the scheme, while the Commanding Officer of HMS Grimsby, Lt Cdr Paul Brown stands at the top of the bow

Picture: LA(PHOT) Griff Griffiths (FPU East)

and with the communications technology which has become available in the past two or three years, the system was suddenly viable.

One key element was the modem, and the inspiration came from the small pump houses along modern motorways which use such modems to kick into action to cope with heavy rain.

These modems are linked to the MOD's existing Vodafone contract.

By the end of the summer more than 20 small ships in the Fleet should be converted to be able to implement dormant ship monitoring, which means someone who was doing perhaps one such duty a month may only need to do two or three a year.

The system works best in the ship's base port, but it can be reprogrammed to allow for an extended

period in another location.

Deputy Commander-in-Chief Fleet Vice Admiral Sir Mark Stanhope said: "The remote watchkeeping programme represents one of the highlights of the Rebalancing Lives initiative that has been running for the past two years.

"It is one of a large number of improvements we have tried to make for our people, particularly when in their base port, barracks or air station.

"This, through some great innovation and some sensible placing of resources, has made – I hope – a major impact on the lives of people serving in the mine countermeasures flotilla."

Capt Simon Ancona, Captain Rebalancing Lives, said that the initiative was typical of the programme, where a creative approach can pay dividends without necessarily requiring a technical solution.



● Sailors from HMS Grimsby and their families tackle the South Downs Way

"Rebalancing Lives is an attitude of mind," he said.

HMS Grimsby's Commanding Officer, Lt Cdr Paul Brown, said that an indication of the benefit to sailors under the new system came when it was suggested that as many of the ship's company as possible might like to walk part of the South Downs Way.

An impressive 28 of the complement of 34, plus families, made the 12-mile trek.



Under new management

By Lt Col Sir Andrew Ross, Bt., Royal Marines, Corps Drafting Officer, West Battery, Whale Island
SOME of you will remember the article by Captain Naval Drafting in the June issue of *Navy News* where he outlined how the Directorate of Naval Career Management (DNCM) was to be constructed out of what had previously been the Naval Manning Agency (NMA) and the Director General Human Resources (Navy) (DGHR(N)).
Restructuring

As part of this restructuring programme, the deployers of Royal Marines manpower have already started this process by becoming detached from CND's organisation and establishing the first of four Branch Pillars (the other three being Warfare, Engineering and Logistics and Medical) under the Assistant Director, Naval Career Management (Royal Marines).

In addition, and as the first part of a collocation programme with the other Branches, the Royal Marines Drafting, Promotions and Records Offices are all re-locating to HM Naval Base Portsmouth shortly after the summer.

So what has really changed following this shuffling of acronyms?

Well, for 'Royal' in the units, very little! RM Other Ranks will continue to be drafted and appointed, selected for promotion and counselled from the same people – only the phone numbers will have changed.

Why go to all the effort to restructure if nothing changes?

By collocating horizontally (ie alongside our Naval counterparts) and vertically (ie alongside the officer appointers), it is anticipated that there will be notable efficiencies gained which will provide for greater commonality of practice across the



Service and across the rank structure.

In essence, all RN and RM manning will be more 'joined-up'.

What else is changing in the world of RM manning?

The manning priority Main Effort remains the reduction and removal of the Corporal Underbearing.

Many of you will be aware of some of the numerous initiatives that have been introduced in this area – indeed some of you may even have experienced one or two of them (for example, the Acting Corporal initiative for those ranks who have passed the Junior Command Course).

Some of these initiatives have needed to be that much more radical in order to meet specific manning threats.

A good example of this is the Commando Chef Initiative. In response to a drastic dearth of chefs at the junior levels, a process was devised whereby following a shortened K3 course, ranks were offered a year as a commando chef in a unit of their choice, followed by a draft to a unit and/or course of their choice afterwards.

It is possible that this approach may have application to other short-age specialisations in the future.

Young marines want to be able to plan their lives and to have stability; we are offering it to them.

What is the next thing on the RM manning calendar?

Despite the ever-changing exercise programme and operational plot, the annual reporting and promotions cycle continues unabated!

The annual RORRS reporting period finishes at the end of August.

Once written and signed by the rank reported on and his Reporting Officers, the reports are sent to the RM Promotions Office in preparation for the November Promotion Selection Boards (PSBs).

Do I as a rank being reported on need to do anything?

Yes. You should ensure that your RORRS reports are completed correctly and signed to say that you have seen and read the report.

You must also ensure the details regarding you being a volunteer for 2OE and promotion are present and correct.

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New berth in Poole gets thumbs up

THE latest stage of the fundamental overhaul of accommodation ashore for sailors and Royal Marines was unveiled by the Duke of Edinburgh as he opened new blocks at RM Poole.

Intrepid and Catfish blocks are now home to 150 junior ranks, providing en-suite 'campus-esque' accommodation in place of old-style messes.

Prince Philip performed the honours, unveiling a plaque to mark the occasion, as the first green berets trooped into their new home.

"It's exactly what we want – others still in the old accommodation are really envious," L/Cpl Joseph Doyle told the Duke. "We're still smiling. There's nothing to criticise."

All below-par junior rates' and senior rates', plus junior officers', accommodation at Poole is being replaced; by the middle of next year, nearly 300 single rooms will have been completed at the establishment.

A 21st-Century upgrade of all single living accommodation for RN personnel is either under way or about to start at the majority of Naval and Royal Marine establishments as part of a 10-year programme to overhaul single-living accommodation for all three Armed Services.

Minister gets stuck in time

DEFENCE Minister Ivor Caplin performed the honours as a time capsule was buried at the Forces' new sixth-form college.

Welbeck College in Woodhouse, Leicestershire, will cater for 16-18-year-olds who want to follow an engineering, technical or scientific career in the three Services or the MOD Civil Service.

The capsule buried by Mr Caplin and children from a local school contains photographs of the original students of Welbeck College from 1953, a tweed jacket worn by students, compact discs and artwork and books on the history of the Woodhouse area.

The £300m college, which takes its lead from the Army college in Worksop, Nottinghamshire, will open in September next year to 340 boys and girls.

Beach parties but no barbies for Roebuck

CREW of survey ship HMS Roebuck have been up to their chests in surf in US waters.

Unfortunately for the sailors, not a surf board was in sight as they conducted studies for amphibious forces taking part in Exercise Aurora, the RN's spring/summer war games on the US eastern seaboard.

Roebuck was sent in ahead of the main task force under the Commodore Amphibious Task Group to reconnoitre a suitable place for landings.

This meant two weeks of hard work for the Devonport-based vessel herself, carrying out surveys offshore.

Her two boats worked inshore as beach survey teams carried out preparatory work, including plotting the gradient profile of beaches earmarked



for landings as well as mapping river inlets and neighbouring paths.

The data gathered was 'pinged' back to the task group staff aboard HMS Albion and the CinC Fleet Weather and Oceanographic Centre to help them plan the impending assault.

Without the data gathered, the amphibious forces would have had rather limited knowledge of the area they were to operate in.

■ Exercise Aurora, page 14

● Rachel was so engrossed in her work she failed to notice the tide had come in: OM(SR) Rachel Small conducts survey work with a beach party from Roebuck



Oh no – Victory's in Bitz 'n' Pieces

YOUNGSTERS from a Sussex school helped celebrate Nelson's triumph at Trafalgar aboard his flagship – a year before the rest of the nation marks the battle's bicentenary.

Children from the Prebendal School in Chichester were invited aboard the first-rate warship in Portsmouth's Historic Dockyard for a charity concert to help seafarers and the upkeep of the legendary vessel.

Victory's Commanding Officer Lt Cdr Frank Nowosielski and his guides treated the schoolchildren to a guided tour of the ship before the youngsters sat down on the quarter deck.

Their band, Bitz 'n' Pieces, (pictured left in full flow) performed music under the direction of the Rev David Nason for an hour as the sun began to go down, watched by an audience of parents and supporters of the school.

"It's a thrill for children and parents alike to enjoy music in such an historic and glorious setting. Nelson would have been very proud of the money raised too," said Yvonne Spence, chairwoman of the Parent Teachers Association.

The concert raised £1,000, split equally between King George V Fund for Sailors and the Victory Fund.



Blue bloods fliers and minehunters in Nordic waters

WHAT do you get if you combine Flipper, jet skis, helicopters, ships, boats and men in black?

Why one of the biggest war games in European waters this year, naturally, aimed at striking terrorists from the seas.

World events sharpened the focus of this year's NATO exercise Blue Game, staged this spring in Scandinavia, on protecting shipping against piracy and terrorist attacks.

The 2004 manoeuvres in the Skagerrak and the Kattegat off the coast of southern Norway saw double the number of participants take advantage of this topical training.

● (Top) A Fleet Air Arm Lynx flies over a Norwegian fast patrol boat in Larvik Harbour

● (Centre) 'No, you want Flipper – he looks nothing like me': Chopper, one of the US Navy's mine-hunting dolphins

● (Bottom) 'I've got my eye on you': A Norwegian special forces sniper takes aim at 'terrorists' from the back of a British Lynx

The United Kingdom was one of 16 countries taking part in this major exercise featuring anti-mine, surface to air and surface to surface scenarios.

Some 6,000 personnel, of which 2,000 were Naval, were put through their paces in this, Norway's second largest exercise this year.

Britain's air assets for the war games – four Lynx helicopters and three Mk 7 Sea Kings – were led by Cdr Mark Sheehan, Commanding Officer Lynx Helicopter Force.

The Lynxes from 815 Squadron in Yeovilton flew out of Kjekvik airfield at Kristiansand in southern Norway, and three Mk 7 ASaC Sea Kings from Culdrose operated from Aalborg in northern Denmark.

Norwegian Special Forces troops fast-rope onto the flightdeck of the Norwegian exercise flagship Andenes from a Royal Navy Lynx.

The Fleet Air Arm also flew Norwegian Coastal Rangers into various shore locations, exercising landing snipers to take over terrorist strongholds.

At sea, Sandown-class mine countermeasures vessels HMS Ramsey and Penzance searched the waters

off Norway and Denmark for underwater threats.

But the biggest buzz – literally – was provided by three jet skis from the Maritime Warfare Centre in Portsmouth.

The water bikes zipped up and down simulating an attack by terrorist fast craft, bringing to life the challenges of locating and tracking small and speedy enemy vessels.

And Flipper? Well, not actually Flipper, but two teams of US Navy dolphins trained to detect underwater mines and explosives were on hand.

As soon as the sea mammals found suspicious objects they marked them for human clearance divers to move in and render them harmless.

Cdr Sheehan said Blue Game had proved an important testing ground for his aircrew.

The exercise provided 815 Squadron front-line crews and some students from 702 Squadron completing their Lynx Mk 8 conversion course with excellent training in this challenging region, flying on night vision goggles and conducting force protection operations.

"We were very well looked after by the Norwegian and Danes. The host nations were excellent – first class."

Blue Game was also a chance for 702 NAS student Lt Stein Hansen, believed to be the first Norwegian Observer in the Fleet Air Arm for more than 56 years, to return to his hometown of Kristiansand after training with the RN for the past 18 months.

He is shortly to join HMS Iron Duke as a member of her Flight.

Participating countries included the US, Germany, new NATO members Poland, Latvia, Lithuania and Estonia as well as Sweden, a Partnership for Peace nation.

Norwegian Rear Admiral Arild Sandbekk, overseeing Blue Game, said the Allied nations would now sit down and study how the exercise ran. The war games, he said, had been "an exciting experience".

He continued: "It's important to draw lessons learned from exercises. We are bound to learn a lot. If not, we will have made fools of ourselves."

There's nothing artificial about Jim's courage

GREEN beret officer Jim Bonney has made Corps history as the first commando to return to the front line with an artificial limb.

The 26-year-old captain chose to lose his lower right leg in favour of a prosthetic replacement to continue his loves: his career, canoeing and climbing.

Capt Bonney's right ankle was badly damaged on an adventure-training exercise in Alaska three years ago when he slithered 1,000ft down a mountainside.

Doctors warned him his shattered ankle would never heal fully, and proposed surgery to fuse it with screws and bone grafts.

That, however, would cause the commando to lose all movement in his right leg – and with it the career he had his heart set on since 12 and the hobbies which make him 'tick'.

He and his wife Kirsty decided amputation and a prosthetic limb were the only way to get the marine's life back on track. A £2,000 grant from the RM Benevolent Fund helped the young officer pay for his new leg.

"I've got my life back," Capt Bonney said. "Throughout my life I haven't looked at another career. That, climbing and canoeing are the things that make me tick and I faced losing them. I was convinced this was the way to go."

His wife added: "I knew that if Jim set his mind to getting his life back as an amputee he would do it."

Now 18 months on from the amputation, Capt Bonney is preparing to train as a landing craft officer.

The Royal Marines say no favours have been shown the young officer; like his comrades, Capt Bonney had to pass the annual combat fitness test – an eight-mile yomp in full kit, carrying a Bergen – in under two hours.

"People were very open-minded. It has not been an easy journey, but any Royal Marine would have reacted in the same way. It's the way we do things – and the banter has kept me going at times," said Capt Bonney.

Less than 18 months after the amputation, Jim Bonney passed the test with seven minutes to spare, not least thanks to some intensive therapy at CTCRM Lympstone, where the officer currently provides inspiration to recruits injured during training.

Lt Col Nick Arding, CO of Lympstone, said the entire Corps could take heart from Capt Bonney's example.

"Capt Bonney epitomizes the qualities expected of a Royal Marine. His drive and will have been inspirational," he added.

Stolen medal back in mint condition

THE ORIGINAL was lost to the nation in 1900, but the Nelson Society sees 2005 as the ideal time to restore to the public one of Nelson's Naval Gold Medals, albeit a reproduction in gold, silver gilt and bronze gilt.

As part of the bicentenary celebrations the Nelson Society is producing a



● The reproduction of the Naval Gold Medal for Trafalgar, awarded posthumously to Nelson. The goddess Victory crowns Britannia on the prow of a galley with the Union Jack in the background.

facsimile of the Naval Gold Medal for Trafalgar, awarded to the hero of the Senior Service posthumously.

This final medal for the Naval hero was engraved: "Horatio Viscount Nelson, Vice Admiral and Commander in Chief on the 21 October 1805. The combined fleets of Spain and France defeated."

The face of the medal showed the goddess Victory crowning Britannia on the prow of a galley with the Union Jack in the background, symbolising the British Navy's triumph in maritime conflicts.

But this emblem of Nelson's victory went missing on a wintry night in early December 1900, when a thief stole priceless artefacts from an exhibition in the Painted Hall at the Royal Naval College in Greenwich.

Among the burglar's loot were Nelson's three precious Naval Gold Medals, a mark of honour awarded to Admirals and Captains present at certain Naval engagements in the Napoleonic Wars.

Some years later Scotland Yard finally made their arrest after the offer of a £200 reward proved too tempting for a grasping nature, but all that was recovered from the villain's original haul was Nelson's watch and seal.

The Nelson Society intends that these full-size replica medals will be an ever present reminder to collectors and others of the Navy's

revered hero and the great victory achieved by the Royal Navy 200 years ago.

■ For a full version of the history of the Medal's theft, see Anthony Cross' article published in the *Quarterly Journal of the 1805 Club*.



● PAYING a call on HMS Albion during a visit to Devonport Naval Base was the Rev Dr Neil Richardson, Methodist President of Conference.

Currently Superintendent Minister of the Leeds North East Circuit of the Methodist Church, Dr Richardson (on the right) was taken on a tour of the ship with his wife Rhiannon and met the base commander, as well as Albion's chaplain, the Rev Michael Meachin.



Picture courtesy of The Portsmouth News

SHARON Hall has her son, Christopher, to thank for her new status as a millionaire.

The Portsmouth-based Master-at-Arms had popped into a shop in Portchester to buy him a drink on the way to his football practice when she decided on the spur of the moment to buy a National Lottery scratchcard.

To her amazement, casually scratching off the panels as she watched him warm up, she realised that she had won three games on the card — notching up the magic million.

"I needed to tell John, my husband," Sharon told *Navy News* after she had been presented with her cheque on board HMS Victory.

"I drove home, shaking. John was in the shower and was initially sceptical. He had to calm me down, but, sure enough, it was true."

However, Sharon, who has been in the Navy for more than nineteen years and lives in married quarters, has no intention of giving up her job.

"With only two-and-a-half years to go, I'd be mad to," she said. "Besides, I work with a really great bunch of people. The only difference will be that I suppose I'll have to put more money in the tea fund now — and perhaps buy Earl Grey in future."

Sharon — whose sister is a PO (SCC) at Sea Cadet Training School — now intends to invest in a new home and take her two children on holiday.

The only blot on life-long West Ham supporter John's otherwise perfect week was the failure of his team to qualify in the play-offs for the Premier League.

"At least he'll be able to buy a box there now," said Sharon.

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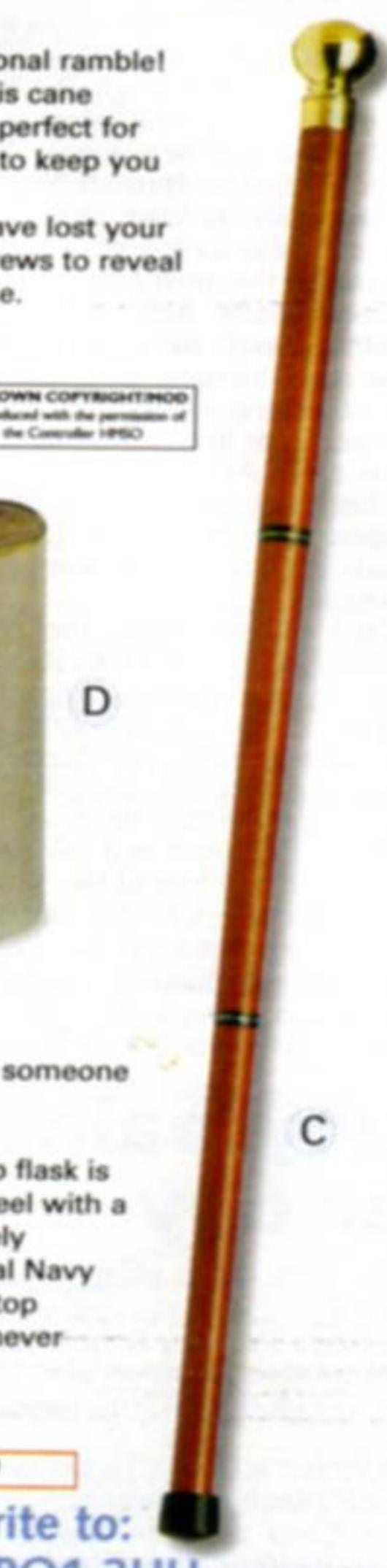
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Bit of a break for carrier



● Cdr Paul Cook hands over to Cdr Steve Thompson watched over by Malcolm Fudge of ship repair company FSL

Picture: POA(Phot) Nathan Dua

Crews sent packing for Hunt refit

THE second most senior man in the Navy visited minehunter HMS Ledbury to see how her pioneering refit could benefit the sailor's lot.

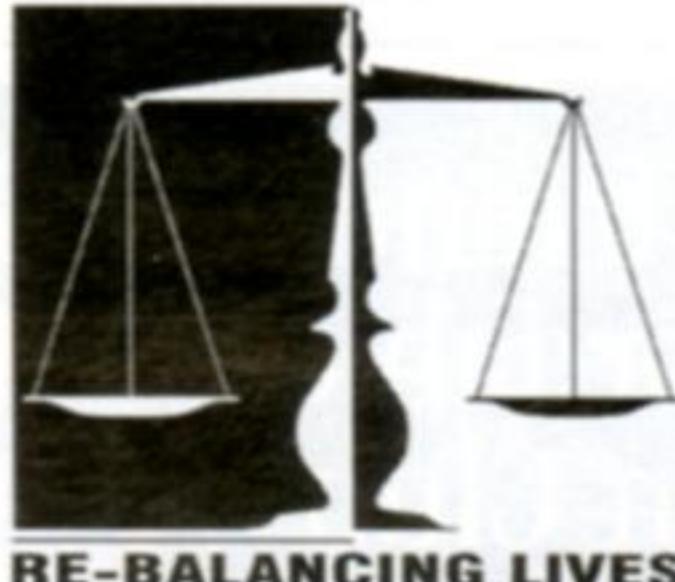
Admiral Sir Jonathon Band, Commander-in-Chief Fleet, climbed aboard Ledbury to learn from crew how the rest of the Fleet can learn from their ship's lead.

The Portsmouth-based Hunt class warship headed to Rosyth for a major overhaul following her exertions in the Gulf last year.

But instead of crew staying alongside her at the dockyard during the refit, they returned to Portsmouth to continue their work from there.

The unmanned refit is one of the Rebalancing Lives initiatives aimed at making life for the men and women better when not at sea.

Ledbury's refit was a successful trial; HMS Grimsby has followed suit and HMS Cattistock is about



RE-BALANCING LIVES

to go through her first unmanned refit. Tweaks are needed to the idea, and Admiral Band listened to Ledbury sailors' suggestions.

"The unmanned refit balances the competing demands of getting the best value for money with our wish to allow crew to continue training and developing their careers, whilst keeping control of separated service," said the Admiral.

The ship's upgrade included engine changes, a revamp of every

system, improved living conditions for crew and over a dozen more changes and improvements.

"Ledbury is looking as good as new and many who remember her as the tired old lady of the Hunt community have been surprised at the transformation achieved," said her proud CO Lt Cdr Peter Olive.

The overhaul is not yet over for Ledbury; she will be fitted shortly with the state-of-the-art 2193 sonar system before being put through Operational Sea Training ready for on-call force duties in 2005.

Last look on the Clyde

HUNT-CLASS HMS Brocklesby said goodbye to the Clyde for almost a year when she set out from the Faslane Naval base on her way down south.

The minehunter is now in Portsmouth in the process of being kitted out with a new sonar suite, the Sonar 2193.

This equipment will dramatically improve the ship's ability to detect both traditional and stealthy mines that pose potential threats in the globe's seas.

In addition, Nautis 3 – a new high-tech, high-speed command and control system – is being installed, ensuring even more accurate navigation for mine countermeasures work.

Local lass Lucy paints a brighter day

ALMOST 1,000 local schoolchildren took part in this year's Faslane Fair poster competition.

Lucy Cassells, aged 11, from Hermitage Primary School came out tops when the Faslane Fair Committee decided her lively and colourful entry encapsulated all the elements that make up the action-packed family fun day.

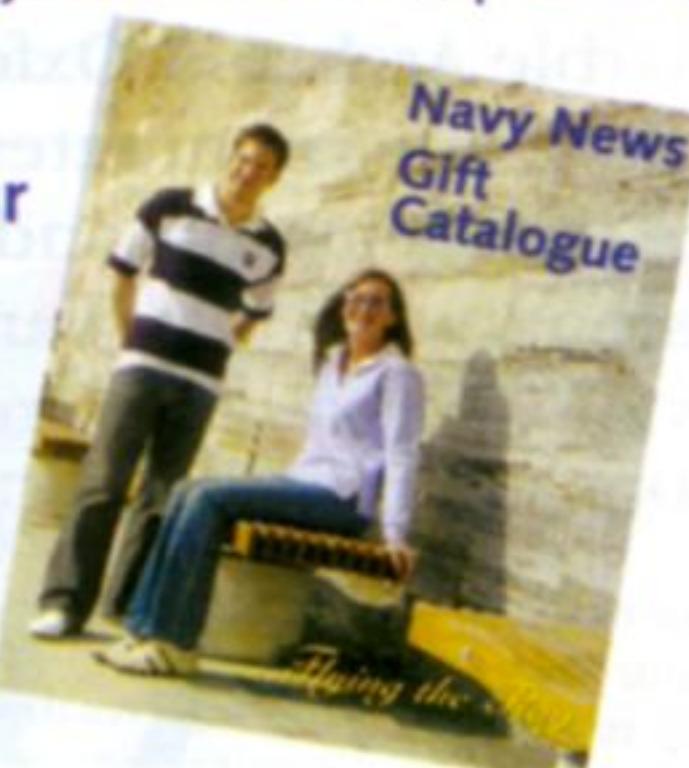
Lucy's winning design was transformed into the Faslane Fair poster, advertising the event that took place on Saturday, June 19. In addition to her framed copy, Lucy and her family will spend a day at sea with a warship from the Third Mine Countermeasures Squadron from the Scottish base.

● Cdr John Borley, Naval Base Commander Clyde, congratulates Lucy Cassells on her winning poster

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ONCE the passageways and messes resounded to the noise of Naval banter and the cries of war.

Today there's a hollow echo about HMS Ark Royal as she begins a lengthy spell on the sidelines.

Commanding Officer Cdr Paul Cook handed over the 'keys' to Ark to her CO during extended readiness, Cdr Steve Thompson who will nurture the RN flagship until the nation needs her again.

The spell alongside in the inner basin of Portsmouth Naval Base brings the curtain down on an eventful three years since Ark left Rosyth in the summer of 2001 following a £150m refit.

Those three years have seen: the final public engagement by the Queen Mother, who re-dedicated the carrier in November 2001; a visit from the Queen to celebrate her Golden Jubilee; serving as the springboard for amphibious operations in Iraq; staging a Status Quo concert to launch the rock band's album Heavy Traffic; appearing in a three-hour TV documentary (and 15 other television shows); stopping off in nine countries, most recently Germany; landing the first Harrier GR9 at sea and, not least, hosting 7,000 visitors since leaving Rosyth, 2,000 of them during a visit to London earlier this year.

From her peak complement of 1,300 during last year's operations off Iraq, just 58 sailors are charged with the task of looking after Ark during her lay-up.

The readiness period is not dormant for the ship. Experts from dockyard repair firm FSL will use the time alongside to overhaul many of Ark's systems before she emerges from her hibernation in 2006.

The extended readiness move is part of the Navy's rotation programme for the carrier fleet. One flat-top is always ready for – or on – front-line deployment (currently Invincible); a second can be swiftly reactivated (now Ark Royal) and a third is in refit (Illustrious).

New mess for Raleigh joiners

A NEW Leading Hands mess – believed to be the first of its kind within the Royal Navy – has opened at HMS Raleigh, the West Country training establishment.

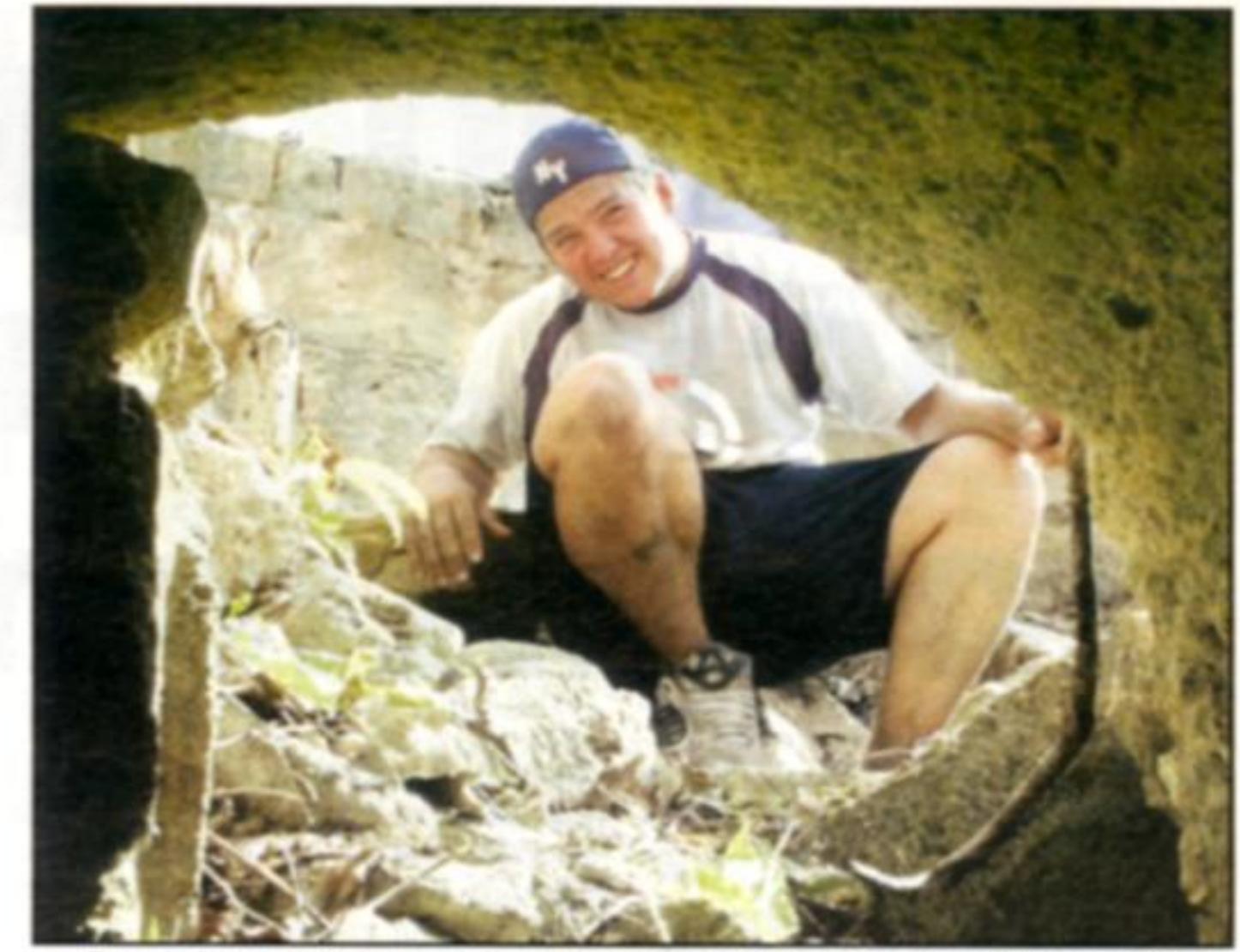
The Second Sea Lord, Vice Admiral James Burnell-Nugent, opened this innovative living area, that is seen as an incentive to promotion for the most junior sailors.

Traditionally Able Rates and Leading Hands have shared their mess, but this new facility – the first of its kind – brings the Senior Service into line with both the Army and RAF.

This most junior mess distinguishes them from the Leading Hands yet gives them something to which to aspire.

Cdr David Pond, the commanding officer of HMS Raleigh, said: "It is extremely important that we reward our personnel with the appropriate privileges on reaching promotion and give them the recognition they deserve.

"I am delighted that my establishment is the first in the Service to provide such a facility and in so doing, demonstrates the importance the Command places on individuals advancing the first rung of the promotion ladder."



● Crew from HMS Monmouth clear Quaker graves at Barbados

Long lost graves restored

SAILORS from two Devonport-based ships have been helping to restore historic burial grounds at opposite ends of the earth.

Crew of HMS Cumberland, on anti-terror operations in the Middle East, braved scorching temperatures in Oman to smarten up the final resting places of RN and RM dead buried in the isolated cemetery at Sa' Ali Cove.

The graveyard is only accessible by sea, so sailors from the Type 22 warship hopped in a boat provided by the British Embassy in the Omani capital, Muscat, to reach the cove.

There they found graves damaged by the weather and some minor vandalism and spent a day tidying the site and improving the tombs for future visitors.

Thousands of miles to the west, HMS Monmouth's crew found an even older burial ground in an even worse state of neglect.

The Cliff graveyard in Barbados is the last resting place of pioneering Quaker settlers who set out to the West Indies in the 17th Century hoping to spread the Word.

The community thrived for more than a century, such that there were at least five meeting houses on Barbados at the height of the movement's power.

Quaker numbers, however, have been on the decline since the 1800s

and of the four burial grounds used by the Quaker community, only Cliff remains.

The graveyard was buried by undergrowth for two centuries – added to by locals using the site as an unofficial dump. Few islanders knew the role the cemetery played in Barbadian history.

Crew of the Black Duke, in the midst of drug-busting duties in the Caribbean, found most of the graves overgrown or collapsed, so they set about clearing some of the neglect as part of a project supported by the Barbadian High Commissioner Rob Holland.

Forces come second in leaders poll

ONLY headteachers topped officers of the Armed Forces in a recent league table of the country's best leaders.

Members of the public across the country were polled to find out who provided good examples of leadership.

Headteachers were rated highly by over half of those asked, with officers in the Armed Services winning the respect of 38 per cent of the 1,800 people surveyed.

Close behind follow the police with 35 per cent and doctors at 34 per cent. Lowest of the low come civil servants who are thought good leaders by just 3 per cent.





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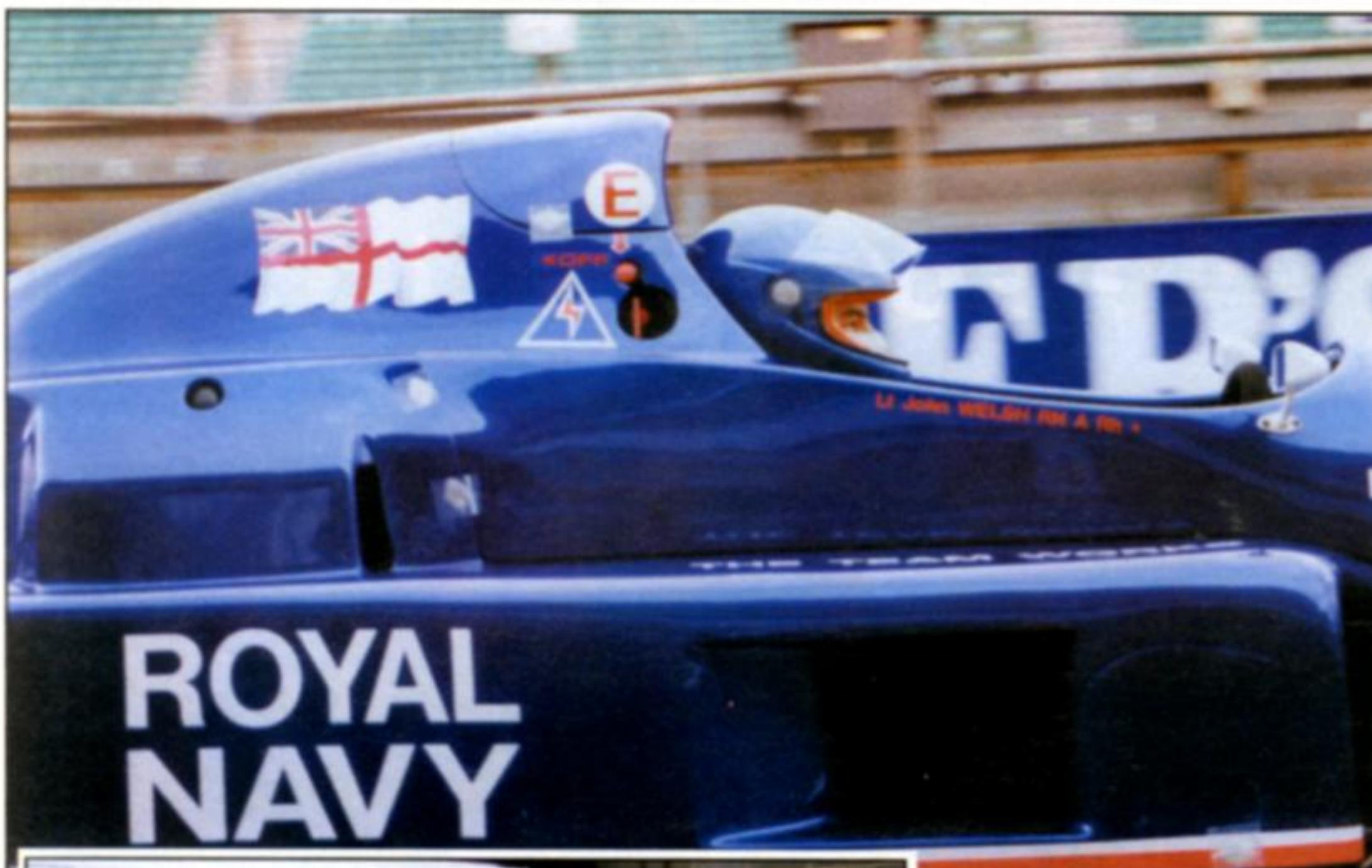
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● This job is the pits: The RN racing support team in the garage at Silverstone and (right) John soon realised it was a mistake to pick up the weekly shopping in his Formula 2000 racer

● Blue is the colour: (Above) Lt John Welsh in his Formula 2000 racer, complete with RN livery – and John's blood type painted on the cockpit wall to help medics in the event of a crash.



● Smile, you're on cockpit camera: Lt Welsh minus his helmet in the garage at Silverstone

Just the formula for recruitment

BLINK and you'll miss the latest addition to the Royal Navy's publicity machine.

It's probably passing you at upwards of 160mph.

On a blustery and damp day at the home of Formula One, Britain's legendary Silverstone track, Lt John Welsh, headed out for the first time in his potent single-seat Formula 2000 racer.

For the next 15 minutes the junior officer tore around the track at speeds five times the limit in his native Portsmouth, ensuring no-one behind him on the grid finished ahead of him.

Unfortunately, he didn't start in pole position.

But for a first run out by the training officer, this was an excellent start. And a motorsport world dominated by the big advertising guns, it was nice to see the RN

logo emblazoned along the side of the fibre-glass body.

The next run outs for the Formula 2000 car are likely to be more sedate.

Naval recruiters will be using it at a careers fair in Brands Hatch and hopefully at the Navy's stand at this month's British Grand Prix at Silverstone (Friday 9- Sunday 11).

John has paid for the car himself, but as it's decked in RN colours – complete with the new 'straighter flag' logo – PR bosses realise the publicity value of such a vehicle.

For the Portsmouth-based officer, who looks at the training needs of the RN in light of the new kit it will be acquiring, this is very much a labour of love.

"The car itself cost about £8,000 – but it's taken another £4,000 to get it on to the grid," said John.

"There's no way I can afford to run in a whole championship, but with some sponsorship we hope to be able to race at Spa in Belgium next year."

Hurtling around Silverstone is a privilege only a few people have enjoyed. On a dull spring day, the grandstands were empty. Not that the officer noticed.

"You are so focused when you are driving that you don't notice whether there are crowds or not," John explained.

"The car is so demanding – you cannot relax – I only saw the pit board once during a 12-lap race."

It's not a one-man show, however.

A professional race engineer looks over the car and a Naval pit team – drawn from the NTE(TTD) staff John works behind the scenes to ensure the racer is ready.

They won't be called upon that often.

At around £800 to ship the car to a track and enter it in a race, public appearances by John on the track will be few and far between. Even a test day on a race track is £200 or so.

Nevertheless, John feels he – and his car – have potential.

"I was on the back third of the grid but I reckon with the car I have I can easily be in the top half," he added.

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But this year one of the helicopters drafted in to help with the logistics of the Ten Tors was crewed by a Wellington pupil's dad.

So since Wellington School was en route, the cadets had the added excitement of being picked up at

school and flown to the start by the Naval helicopter.

Both Wellington teams completed the two-day challenge well within the time limits, despite hot weather and blistered feet.

Wellington School takes boys and girls from the ages of 10 to 18. Entry is by entrance examination or interview, and parents and prospective pupils are warmly invited to meet teachers and students at the 800-strong school.

For more information on the school's Forces Allowance or entry requirements, contact by email admin@wellington-school.org.uk

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DESTROYERS

Throughout their history, the Royal Navy's destroyers have been the backbone of the fleet. Find out more this month...

Destroyers in action

Destroyers in the modern Royal Navy have an anti-air capability. This means that they can protect a group of ships from enemy aircraft and missile attack.

Modern destroyers can also take out enemy ships and surface targets at sea.

On a day-to-day basis, Royal Navy destroyers can be found throughout the waters of the globe. Among other places they patrol the Gulf, stopping illegal trade according to United Nations requirements.

Our destroyers can also be found in such places as the Atlantic around the Falkland Islands, in the Caribbean or off the coast of Africa.

In these parts of the world these ships have various roles, sometimes they are providing aid to countries in difficulties from earthquake, tornado or even war.

At other times they are making sure the waters are safe and helping stop drug smugglers ply their filthy trade.

There are 11 Type 42 destroyers currently in the Royal Navy.

In addition, the Royal Navy possesses HMS Bristol, now used as a cadet ship but the Type 82 was once an aircraft carrier escort destroyer.

why

is the Royal Navy in the heart of the American Government? The American President sits in the Oval Office in the White House at a desk made from the oak timbers of British Naval ship HMS Resolute. The ship was trapped in Arctic ice, until the Americans retrieved and restored her to the British as a gift. In 1880 after the ship was decommissioned, Queen Victoria had the desk made and sent as a gift to the then president Rutherford B. Hayes.

• Type 42 destroyer HMS Edinburgh



To take on the torpedoes

The origins of the modern destroyer go back to the torpedo boats of the late nineteenth century.

The torpedo boat destroyers (TBD) were designed to be larger than torpedo boats with a shallower draft so that torpedoes could pass underneath.

The TBD handled better at sea and had a much more powerful quick-firing gun.

The first torpedo boat destroyer commissioned was HMS Havock in 1893.

In the next seven years some 60 TBDs were built.

Since this great beginning the destroyers have had a fine history in the Royal Navy.

Destroyers were vital to the British Navy during both World Wars, where their names still ring proud in military histories.

Known as the workhorses - or more

glamorously, the cavalry of the Navy these ships have always played a key role in maritime warfare.

These ships escorted Atlantic and Arctic convoys, and destroyers evacuated more troops from the Dunkirk beaches than any other class of ship.

A tale of two halves

During World War I, two of the Navy's destroyers suffered an interesting fate.

HMS Zulu and HMS Nubian were battle-scarred and damaged, but the front end of Zulu and the back end of Nubian were relatively unscathed.

So an enterprising soul came up with the idea of performing 'ship surgery'.

The two halves were stitched together and the resulting new ship named - Zubian!

Conflict in the South Atlantic

One of the key moments in the history of the Type 42 destroyer is the Falklands War in 1982. A Naval force of over 40 ships - of which eight were destroyers - took part in the South Atlantic conflict.

There were two County class destroyers HMS Antrim and Glamorgan, the Type 82 HMS Bristol and the other five were all Type 42s.

HMS Sheffield was the first of the Type 42 class but fated never to return from the southern islands.

Sheffield was lost to an Exocet missile attack, and bombs from Argentinian aircraft sank her sister ship HMS Coventry in less than 30 minutes.

Type 42 HMS Glasgow won a reputation as one of the luckiest ships in the Royal Navy when she survived an enemy attack. A bomb hit HMS Glasgow and hurtled through the ship without exploding.

The destroyer Glamorgan suffered the last Exocet attack of the war on June 12. The ship survived but 13 men were killed in this final attack.

Members birthdays

Birthday wishes for:

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 Jacob Ayre
 Martin Bartlett
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 Jacob Child
 Capri Childs
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RNAS YEOVILTON
 International Air Day

Saturday 18th September 2004

WIN A FAMILY TICKET TO YEOVILTON INTERNATIONAL DAY

Air Day 2004 at Royal Naval Air Station Yeovilton in Somerset takes place on Saturday 18th September and will take as its theme the Evolution of Maritime Aviation. The event will celebrate the achievements of the men, women and aircraft during the 90 years since the formation of the Royal Navy Air Service and the Fleet Air Arm. Today RNAS Yeovilton is at the heart of the Fleet Air Arm and is one of Europe's busiest military airfields.

The 5 hour flying display will feature many Navy aircraft types depicting this year's theme. The roar of fast jets will be plenty especially from some of our international visitors such as the Belgian F16 and German Tornado. The Battle of Britain Memorial Flight, the Royal Navy Historic Flight and a Vintage fly-in will provide something a little bit quieter but just as impressive. After a four year absence the world famous RAF Red Arrows Display Team will once again be performing to the Yeovilton crowds. The finale to the show will be the traditional Commando Assault Demonstration, incorporating the RAF and Army.

For your chance to win just send a postcard or email marked 'Yeovilton' to the usual address along with your name, address, age and membership number.

Tickets are available from the website HYPERLINK "http://www.yeoviltonairday.co.uk" www.yeoviltonairday.co.uk or Ticket Line 0870 800 4747. Normal Competition rules apply. Closing date 31/07/04.

Where in the world...?



Sultan spectacular

One of the highlights – and you couldn't get much higher – of this year's HMS Sultan Summer Show will be the display by the Ultimate High aerobatic aircraft display team.

The mean-looking Extra 300 planes used, as well as giving a fantastic vertical performance, can turn around at 400 degrees per second.

Team leader, Mark Greenfield, says: "Do you like rollercoasters? Then you'd love the experience."

Before the show (which takes place on June 26/27), some lucky (or plucky?) grown-up volunteers tried it out for themselves, in the company of a trainer.

They had the chance to use the controls in flight, experiencing a stall turn, with the ground heading rapidly towards them, before pulling out. They also did a loop, which, Mark says, you must never call "looping the loop."

Reactions from the volunteers? "Awesome", "Cool! I'll go up again", and "Unbelievable".

Info on the show: www.sultan.org.uk

Write in

It's our four-page summer issue next month. Got something to say – let us know!

RUN RINGS AROUND YOUR FRIENDS WITH ZING SHOT!

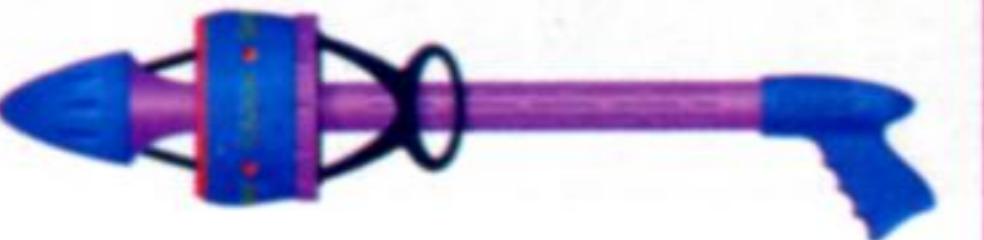
Forget the catapult and boomerang; the latest hi-tech flying launcher is the ultimate in aerodynamic innovation. The foam "zingrings" are fired using a rotational elastic release, blasting it into an amazingly long and straight trajectory of up to 120 feet.

We have 10 of these fantastic toys to give away. For your chance to win just answer the following question:

Q. How many Type 42 Destroyers does the Royal Navy currently have?

Send your answer on a postcard or email marked 'Zingshots' to the usual address along with your name, address, age and membership number.

For further information about the Zingshot and a full list of stockists contact Rec-creation Group Plc on 0118 973 6222 or click on to www.recreationpic.com. Usual competition rules apply. Closing date 31/07/04



The ships and people of the Royal Navy have been travelling all around the world for the past few months. Here are a few of the places they have visited recently...

This month

On July 2 1950 the Royal Navy's involvement with the Korean War began when six North Korean torpedo boats attacked HMS Jamaica and the frigate HMS Black Swan.

This first Naval action saw the British ships triumph, with only one enemy craft escaping. Some 40,000 British troops served in the Korean War, after the British Government supported the United Nations in the decision to protect South Korea against the aggression of the communist North.

The Royal Navy, along with other Commonwealth navies, kept up a constant patrol of the west coast of Korea, blockading enemy ships.

Squadrons of Sea Furies and Fireflies flew from British carriers. Indeed a Sea Fury from Ocean took out an enemy MIG-15 – an impressive act for a propeller-driven aircraft to shoot down a fighting jet.

British cruisers played a vital role during the famous Inchon landings, when 70,000 American troops were landed from 550 landing craft.

British Royal Marines in 41 Independent Commando were called in to help in the harsh land battle. By the end of 1950 they had lost almost half their number.

But undaunted the men of 41 Independent Commando were back in action in April 1951 where they stormed ashore to destroy a large chunk of the enemy's coastal railway and supply line.

British forces also had a humanitarian role and served on the hospital ship HMHS Maine.

After three years of fighting on 27 July 1953 the Korean War ended.

NEXT MONTH

Our August special four-page supplement will be all about the Royal Marines.

The best of the best, this elite league of fighting men have a fascinating and dramatic history.

Find out what it takes to become a Royal Marine next month.

Competition rules:

All Young Readers Club competitions are open to readers aged 16 or under, except employees of Navy News and their families or any company associated with the competition.

One entry per person. The decision of the judge is final.

Full competition rules are available by contacting us at the usual address.



● A drawing of how the new Type 45 destroyer will look charging across the sea
Picture: BAE Systems

YOUNG READERS CLUB

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You can also enrol online at www.navynews.co.uk/youngreaders or over the phone by credit or debit cards (we accept payment by: Visa, Mastercard, Delta or Switch)



Marines get a glimpse of the American way



MARINE cadets check out the obstacle course – American-style.

A party of 37, together with 15 staff, from North West Area were guests of the United States Marine Corps at their base at Quantico, Washington DC – where they quickly found out that life with the USMC was no soft option.

A 5am start saw them out on an endurance course on the first full day, followed by a high speed ride in Riverine assault craft down the Potomac.

Drill procedures were exchanged and there was also a day given over to practice with small arms, including M16 .50 calibre sniper weapons and grenade launchers.

The NATO assault course was one of the toughest challenges – but here the winning team's time of 8min 30 sec was deemed to be very creditable.

All gained a qualification in the Battle Swimming test – done wearing flak jacket and helmet.

Another highlight was a visit to the Presidential Flight Helicopter Squadron – where the very first Presidential helicopter used by President Eisenhower is maintained.



Two of the best

LORD Lieutenant for Merseyside Col Alan Waterworth presented his Certificate of Merit to PO Michael Gribble of TS Active (above).

Michael has represented his unit at District and Area levels in boating, swimming and shooting and paraded with the unit band for the Battle of the Atlantic commemoration. He won a trophy for collecting the most money of all Merseyside cadets for the Poppy Day appeal.

Meanwhile LC William Heywood has been appointed Lord Lieutenant's Cadet for Greater Manchester and is seen receiving his Certificate of Award from Col Sir John Timmins (below).

Said his citation: "William possesses all the best qualities that make a good Sea Cadet and his strength of character does him credit. He is always one of the first cadets to volunteer to help and he does not shirk from taking a leading role."



Grand stand view at Great Yarmouth



CADETS from several Eastern Area units provided a Guard of Honour for First Sea Lord Admiral Sir Alan West when he opened the new Lord Nelson Grandstand at Great Yarmouth racecourse.

Presented with a tot of rum by one of the Marine Cadets, Admiral West toasted the stand as a Naval officer's dress sword was presented to go on permanent display in it as part of a Nelson exhibition.

The day's racing included the Lord Nelson Royal Navy Maiden Stakes and the Navy presented a bronze trophy for a new annual race.

Norfolk is the county of Nelson's birth and the first ever race course in Great Yarmouth was originally on the site of the present Nelson Monument.





CARDIFF CROWD PULLERS



CARDIFF Unit's Field Gun team provided one of the star turns as the Sea Cadets staged a Bank Holiday weekend series of displays at the Roald Dahl Plas in Cardiff Bay.

Others in the programme, which drew large crowds, were the Barry Unit Drill and Torfaen Unit Hornpipe display teams.

Each day's events closed with all Cadets in the arena for a very impressive Sunset.

Cardiff City Council provided the location, crowd barriers and security.

Chairman of Cardiff Unit Lt Cdr David Walton, who organised the show told *Navy News*: "This was a fantastic first time event which we hope will become a regular feature of the Cardiff Bay programme."

"I am extremely grateful to the City for their help and to the staff of all units who put in so much work to make this a success."

"The Cadets enjoyed the two days immensely and worked extremely hard – and what is more were still smiling at the end."

"Since the event we have had many more recruits joining the Corps."

● CROWD PULLERS: Cardiff Field Gun team in operation with (inset) the whole Cadet display force and their staff

Cardigan connections

ABERYSTWYTH cadet POC Stacey Davies was one of the lucky few selected to join RFA Sir Percival in Cardiff for passage to Plymouth – an initiative designed to give cadets an insight into the world of the Royal Fleet Auxiliary.

The Captain of the ship, Capt Nigel Jones comes from Cardigan and is the CO designate of the new RFA Cardigan Bay – the name now adopted by Aberystwyth unit.

Capt Jones joined the RFA in 1969 as a Deck Officer Cadet. He has commanded all classes of RFA vessel and is interested in canoeing, British waterways and motor sport.

POC Davies took the opportunity to present him with a TS Cardigan Bay cap tally and Capt Jones told her he hoped that when he joined his ship he could strike up a liaison with West Wales Sea Cadet units.

RFA Cardigan Bay, a Landing Ship Dock (Auxiliary), built by BAE Systems at Govan, is due to come into service next year.

Based on the Dutch LPD Rotterdam, she is designed to transport troops, vehicles, ammunition and stores in support of amphibious operations.

Offload is enabled by a flight deck capable of operating heavy helicopters.

● CONNECTED: CO designate of RFA Cardigan Bay Capt Nigel Jones accepts a TS Cardigan Bay cap tally from POC Stacey Davies



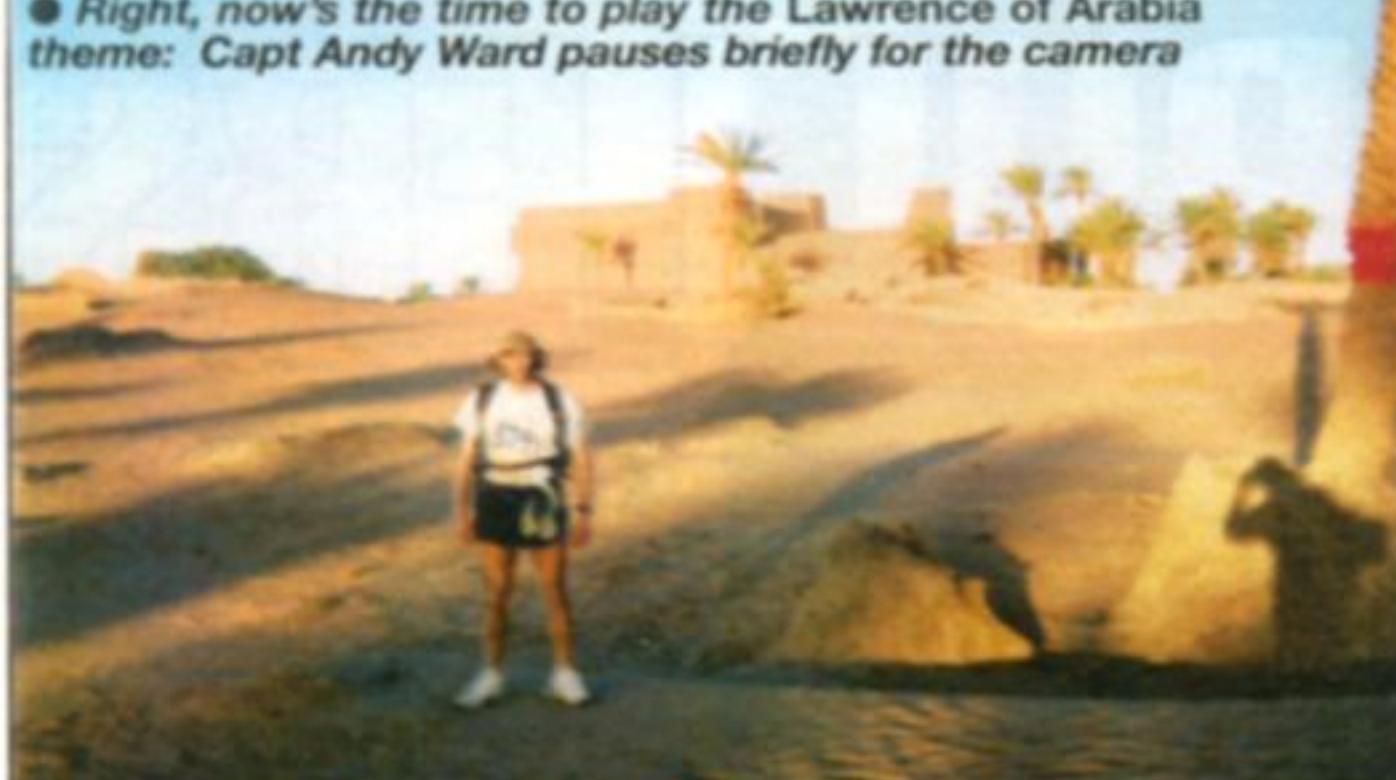
Ducal inspection

DURING his visit to Pembrokeshire as the UK's Special Representative for International Trade and Investment, the Duke of York asked to visit a local Sea Cadet Unit – and Pembroke Dock Unit fitted the bill as it was then undergoing its RN Inspection.

The Cadets demonstrated the rigging and de-rigging of an ASC Dinghy after all 12 juniors performed the Hornpipe for the Royal visitor – who is Admiral of the SCC.



• Right, now's the time to play the Lawrence of Arabia theme: Capt Andy Ward pauses briefly for the camera



Sandy Andy's handy in desert marathon

ENDLESS sand dunes and temperatures bubbling around the 45°C mark – 120°F – were the order of the day for green beret Capt Andy Ward when he completed what is regarded as the world's toughest footrace.

The landing craft troop commander from HMS Bulwark joined 600 fellow runners in the sands of southern Morocco for the Marathon des Sables, a 152-mile slog through the Sahara, spread over six days.

Runners face hostile terrain

– sand, rock, gravel and countless dunes – as well as searing temperatures in legs which range from just 11 miles to 50 miles in length.

No runner can set off on each of the daily legs before 9am, ensuring that racing takes place during the hottest part of the day.

Race organisers say only "lunatics and masochists" should partake; Andy ranks in the top third of these alongside fellow-Royal Marine Maj Trit Leydon – both were in the first 200 runners to cross the finish line.

The strong performance by the female RNR team, led by captain S/Lt Amanda Hale (HMS Nelson) saw off dogged opposition from Lt Andreana Glendinning (RH Haslar) and NA(SE)2 Ellie Walls (Sultan); the reservists took the honours in the epee, foil and sabre competitions.

The reservists' male squad of S/Lt Ambrose Hogan (President) and Hon Mid Kris White (Manchester URNU) and captained by Acting S/Lt Andrew Thomas (President) didn't fare as well as their female counterparts, with a victory in one weapon to secure decisive victory over the full-timers eluding them.

The regulars' epee team of Lt Cdr Matthew Clark (PJHQ), Lt Cdr Adri-

WHAT'S this? A sailor helping the Crabs to sporting success?

RN Ladies football team stalwart PO(ETS) Ann McCaffrey put a

highly contentious RN-RAF Inter-Services match earlier in the season behind her as she and the rest of the RAF Halton side clinched

the RAF London League and Cup – the latter after a tough scrap with RAF Brize Norton – in a footballing double (albeit not on an FA Cup/Premiership scale). The reason the senior rating turns out for

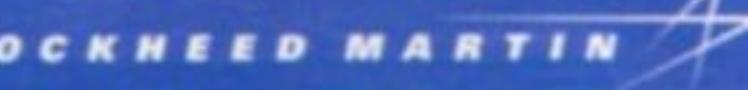
Halton? She's based there.

With the close season now upon us, Ann is looking for fresh tal-

ent to improve on this year's achievements by the RN Ladies. De-

tails from her at RAF Halton on military 95237 6897.

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To mark the 50th anniversary of *Navy News* this year we are starting to put all our back numbers on CD and DVD – opening with the past 5 years, some of the most momentous we have ever covered.

Navy News was founded in 1954 purely to serve the Portsmouth Command. Within a few months its success allowed it to expand to cover the whole of the Service.

Today it has at least a quarter of a million readers – probably many more as we have plenty of evidence of how a few copies may be passed around whole ship's companies, ex-pat communities and ex-Service associations who use its column to keep in touch with present developments and old shipmates.

Foreign embassies and Press correspondents scan its pages, regularly picking up items they have missed through the usual lines of communication.

Since it first entered the Communicators in Business annual competition in 1973 *Navy News* has won over 100 awards without missing a single year – a unique achievement. Last year it won its third award from the Plain English Campaign.

You read it here first – now you can read it all again.

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www.navynews.co.uk



Historic tie to honour centenary

• (Right) 'I think I've made my point': Naval fencers in action

Picture: LA(Phot) Luis Holden

an Olliver (FOST) and S/Lt Ralph Coffey (Nelson) saw off the reservists 45-19, a similar defeat followed in the foil.

A valiant last-round fight in the men's sabre threatened to turn the tables at the last minute. Former Australian international Andrew Thomas made up 10 hits against the former Combined Services Master-at-Arms LAEM Mark Needham (814 NAS). In the end S/Lt Thomas was unable to make up such a large deficit economically, eventually capitulating to Needham's calm persistence 45-43.

It is 100 years since the first RN fencing champion was crowned; the association was formerly adopted by the RN in 1919, but the sport can be traced back much further. As early as 1733 records show that a fencing master was engaged to instruct sailors in cutlass drill.

Events planned to mark the centenary include an alumni dinner in November and HMS Nelson hosting the Combined Services championships.

Navigators should have a head start

A DAY of orienteering around the South Downs outside Portsmouth is lined up on July 14.

RN/MOD civil service teams are being sought for the South Downs Trek, which begins from Queen Elizabeth Country Park between Horndean and Petersfield.

Details from the PT office at Haslar on 9380 65168. There will be bonus points for the team wearing the silliest hats.

Final result RN 2 B&B 5.



• Shooting star: Lt Sarah Parker takes aim with a 9mm pistol during the Plymouth and Scotland Area Rifle Association annual contest at HMS Raleigh. The junior officer and three colleagues – Lt Cdr Mel Melville Brown and Tony Petheram and OM Malone – made up the Flag Officer Sea Training squad at the championships alongside eight other teams drawn from ships and establishments as varied as HMS Vivid, Raleigh and Sovereign. Forty shooters took aim with 5.56mm rifles and the 9mm pistol. Although the contest is a sporting event, it has a broader aim of improving marksmanship in general throughout the RN.

Lady golfers go west, men go north – with mixed results

A BUSY period for Navy golf teams has seen mixed results in recent fixtures.

With no disrespect to CPO(Met) Carol McMurtry (RNAS Yeovilton), her win in the ladies championships was aided by the absence of the Navy's two single-figure golfers. Playing just above her handicap she took the title from CPO(AEA) Lee Poole (899 Sqn).

Lt Debs Vouts (COMMEN Gibraltar) took the handicap prize with 35 points and CPO(WEA) Karla Fuzzard another rapidly improving player won the high handicap prize. McMurtry and Fuzzard combined for the Navy's win in the following day's match against the club which resulted in a 2-1 win to the home side.

With one or two "guest" players to boost numbers per side, the ladies enjoyed a creditable win against Cams Hall. The highlights of the day were the performances of ladies secretary Lt Cdr Isabel Kent (DNR) and Lt Charlotte Bull (2SLCNH). Kent teamed up with McMurtry for a convincing win while Bull, playing well under her handicap, led the way to a second win. With Poole and Fuzzard also winning the overall match score turned out to be a 3-1 win for the Navy.

Southwick Park is always a popular fixture for the ladies and so it proved again this year with a 3-1 win. Kent and Fuzzard started with

a final hole victory and a second win followed from POWtr Helen Wright (BRNC) and guest partner Moira Hoath. Bull and Kavanagh completed the Navy wins for a commendable result.

The ladies have one more match remaining before the Inter Services and Isabel Kent is feeling a good deal more confident in producing a side that will challenge seriously for the title. Much, as always depends on availability.

The men headed north to play Lothians county at Bruntfield Links just outside Edinburgh. However the county underestimated their match commitments and had to withdraw at short notice. The Bruntfield Secretary David Sandford, an ex RN golfer, stepped in and produced a combined side from Bruntfield and neighbours Royal Burgess. The RN never got going and with the exception of one or two players, the performances were disappointing. CPO(WEA) Steve King (CFM Portsmouth) was the pick, teaming up in the morning with LMEA Adam Hawkins (Sultan) for victory in the top foursomes match.

In the afternoon King was joined by RNGA Chairman Commodore Andy Dickson for a fourball win on the final green. The only other score for the Navy came in the shape of a halved afternoon match from Cdr Ian Yuill (CINCFLEET) and WO Mark Whitehouse (45 CdoRM).

Foursomes matches in the morning were close and with wins from Lt Cdr Darryl Whitehead (CINCSOUTH)/WO2 Andy Whale (Sultan) and BCpl Fred Lomas (Raleigh)/BSgt Joe Sharp (CT-CRM), the Navy went to lunch just one point adrift. Singles have not been the Navy's strong point this year and so it was to prove again.

The county's strength showed and they ran out winners by 9-5. Navy points in the afternoon came from wins by CPO Lee McCathie (Nepal), Yuill and Whitehead.

Four of the Navy team stayed on at Ferndown and competed in the prestigious Graham Butler trophy the same weekend. The "A" team of Hawkins and LMA Scott Gilbert (RDMC Blockhouse) played solidly throughout the weekend. But for one or two poor holes their scores of 75, 74 and 72 would have been better still. The "B" team of Whitehead and Lt Terry Taylor (RNAS Yeovilton) scored 85, 72 and 83 to give the team a grand total of 461 to come 11th out of 16 teams, hopefully ensuring invitation to next year's event.

At the time of *Navy News* going to print, the RN Championships were just finishing. Report next month.



Rowing team on the rise

NAVY rowers' morale was high as they took on RMA Sandhurst and the Army in Ely.

The sailors scored a convincing win over the cadets, but lost by a margin to a strong Army side.

Next up was the Kingston Head, where in a strong field of London and college crews, the RN came fourth.

Foul weather stopped the winter season finale, the Head of the River Race. The RN had hoped for a top 100 finish.

High point of the rowing calendar was the Joint Services Regatta. The first win was afforded the scratch eight from BRNC, Dartmouth and friends who put in a strong performance and beat the Gibraltar Regiment. Wins followed in the pairs event and the novice and senior single sculls.

The RN Eight demonstrated the results of hard training by putting in strong performances against the Army, Sandhurst and RAF in the Inter-Services final. The team saw off the RAF, and came within a whisker of beating the Army, but eventually came in third.

Performances overall this season have been encouraging and reward for months of training and coaching. Details on the squad from cox and captain S/Lt James Fickling at HMS Collingwood, men@navy.rowing.org.uk

Gym'll fix it – day or night

THE fitness regime at HMS Nelson steps up a gear with the cardiovascular suite and weights room now available 24-hours a day, seven days a week.

CCTV cameras now installed means that Nelson's officer of the watch can keep an eye on the suite via TV screens, rather than having to have PT supervisors on duty. As an extra safety measure, low-level panic alarms have been installed.

Staff hope the constant opening will relieve some of the pressure on facilities at peak times – notably 11am-2pm and 3.30pm-6pm.

They also want to provide some relief for watchkeepers who can while away some time when colleagues are away on leave.

Promising debut by 7s in Borders

THE RN put in creditable performances when it entered its first 7s contest in the Scottish Borders. The squad put in for the Peebles 7s, part of the Scottish Borders 7s Circuit.

Having despatched Langholm 17-15 in the first round, the sailors ran up against Melrose, a professional Scottish side, in the quarter-finals. Melrose went on to reach the final, where they narrowly lost.

Coach CPO(PT) Billy May fielded U21 and Academy players who had narrowly missed out on the senior XV.

Beyond sport, there was a recruiting aspect to the tournament for the RN. Local youngsters were encouraged to try out the Merlin simulators accompanying the squad courtesy of Directorate of Naval Recruiting.



A new Dreadnought to rule the waves

LAUNCHED this month should be another world-beating Dreadnought for the Royal Navy.

But the latest addition to the 'Fleet' lacks firepower or even cutting edge survey equipment.

The only front-line Lt Cdr Keri Harris wants his yacht to be on is at the head of the 2005 Mini-Transat Race.

The RN Dinghy Team captain and Inter-Services Sailing Champion in the Olympic Laser class is planning his next, and most ambitious assault on the waves.

With his state-of-the-art yacht, which is due to be completed in Devonport in July, the staff officer with Flag Officer Sea Training is hopeful he can beat off competition from 70 other yachtsmen and women – that's if he qualifies for the Brittany-Brazil race in the first place.

Qualification includes a 1,000-mile solo passage in the Atlantic plus the successful completion of another long-

distance race, in Lt Cdr Harris' case the 500-mile non-stop Triangle du Soleil – Sun Triangle – race around the Mediterranean next month.

"I am confident of my chances of winning the Transat," the officer said. "I am no stranger to high-speed sailing or international competition and my Naval career has armed with additional skills over my competitors, be it weather routing coping with sleep deprivation or project management."

The Mini-Transat is one of the toughest solo offshore races in the world, not least because diminutive 6.5 metre yachts race with a sail area of a boat twice their size. They are fast, wet, extreme racing machines with no concessions to comfort.

Beyond his racing pedigree, the FOST officer has a winning team behind the scenes; the Owen Clarke Design Group

who were responsible for Ellen MacArthur's famous Kingfisher have come up with the plans for Lt Cdr Harris' Dreadnought. The boat should be capable of downwind speeds in excess of 20kts, as the yachtsman will



• Not Dreadnought: Lt Cdr Harris in action with his skiff

learn this summer.

"Qualification is a necessary process to prove that the sailor and his yacht are able to withstand the rigours of a solo trans-Atlantic race," he added.



• Man of the match Mark Donaldson scores the first of his two tries against GB Police

Picture: Peter Morley

Rugby League side feel strong arm of the law

THE RNRL's promising start to the season has faltered somewhat in the past month with two defeats in the Scottish Courage Cup.

A trip to the heartland of the sport – West Yorkshire – to take on GB Police at Dewsbury was always going to be a tough task, especially with the law enforcers coached by former Bradford Bull Jon Hamer.

And so it proved. Despite a second-half fightback, the policemen's first-half showing was enough to ensure they ran out 36-18 winners.

On the plus side, the match was an excellent breeding ground for new RN talent and the return of some old favourites, notably Royal Marine Mark Donaldson, a stalwart of RNRL since its inception.

Playing on what was virtually home turf for him, he bagged two tries and deservedly earned the RN's 'man of the match' accolade.

Danny Ellison scored the Navy's third try with a conversion put over by Robbie Roberts.

The third round of the cup proved no easier as the sailors played host to Barla U21s on home soil. Despite determination, the home side was no match for Barla, many of whose squad were fighting for places in an imminent tour of Australia.

Already beaten by half-time, the sailors and green berets put on a fierce second-half showing and notched up one try, scored by Dane Smallbone, converted by Danny Coffey.

The RL East-West clash takes place this month at Gosport Park, home of Gosport & Fareham Vikings.

The State of Origin match, won to date solely by the Eastern Command, kicks off at 3pm on Wednesday July 14. Free entry.



• 'Who's JR then? With initials like that he must have been a junior rate...' The RN U19 football squad pose beneath the gate of Southfork Ranch, one-time home of the hit soap Dallas.

Navy loan stars to football contest

A QUARTER-century's commitment to football was recognised by organisers of the world's leading youth football tournament.

The RN is the only side to have appeared in the prestigious Dallas Cup in Texas since it began in 1979 – and this year's U19 side which flew out to the USA saw competition director Gordon Jago present RNFA Youth Chairman Cdr Martin Doolan with an award to celebrate the Senior Service's support in front of a packed stadium.

The Navy has won the Dallas Cup in the past and reached the

semi-finals in 2003, so hopes were high for this year's squad – despite competition from 148 teams from as far afield as Brazil, New Zealand and Israel.

Unfortunately RN commitments meant there was little time to acclimatise to the Texan heat or get used to playing together as a side before the sailors were thrown into their first matches against squads which had been playing and training together for years.

That meant the youth side didn't progress beyond the initial group stages, but it didn't mean any less commitment from the young sailors, said Cdr Doolan.

It wasn't all football for the team, who were shown around the sights of Dallas, including a visit to legendary Southfork Ranch – not that any of the players were old enough to remember the hit soap Dallas in its prime.

Geordie George turns out Bahrain and wind

IT'S not quite the Six Nations, but it's not everyday a sailor turns out for a national rugby union side.

Step forward Geordie 'George' Dunn, (pictured left in kit with his colleagues) by day a watchkeeper for the UK Maritime Component Commander in Bahrain, come Fridays an international prop forward for Bahrain RFC.

The leading operator mechanic and rugby fanatic – a lifelong supporter of Tyneside in his native north-east and, of course, England – is one of a string of ex-pats from Australia, South Africa, the USA

and beyond who don shirts for Bahrain in the Arabian League.

Eleven international sides struggle for the title of top dog in the region, with Bahrain lying in third place.

"I consider myself to be really lucky to play rugby at such a high level and have been accepted into the heart of the club, both professionally and socially," said George.

"Playing for Bahrain has given me a great opportunity to travel around the Gulf – we've played in Kuwait, Oman, Qatar, and the UAE."

Tennis aces share spoils

AFTER a successful tour of Delaware and Washington by the RN Lawn Tennis Association, the Navy reciprocated the hospitality with a challenge match on UK soil.

The American squad was drawn mostly from the Du Pont Golf and Country Club in Delaware – and they found the home talent hard to beat.

Under glorious skies and after some fine tennis, the two teams tied the contest at 4.5 points.

Meanwhile, HMS Temeraire hosted the Inter Command tennis championships, not blessed by such good weather.

The contest began in Portsmouth's indoor tennis centre but the day cleared up to allow the teams to move on to grass.

RN Scotland combined with the RM proved too strong for other commands, although Fleet put up a strong challenge.

RNLTA chairman Cdr Peter Eberle presented the trophy to the winning team – PO(PT) Steve Losh (HMS Neptune), Lt Cdr Andy Mills (DNR Manchester), Cpl Carl Luke (40 Cdo) and Mne Carl Moen (3 Cdo Bde).

■ In the ladies game, tennis development days are being offered during the summer at the three main bases ahead of an overseas tour hopefully to take place next year. Details on the sport in Portsmouth from Lt Charlotte Bull on 9380 23664, Plymouth PO(SA) Di Roast on 9375 41327 and Faslane PO(PT) on 9325 53745.

Cricketers out and about but not out

THE Navy's Women's Cricket Club returned unbeaten from their inaugural overseas tour in Holland.

The squad of 12 spent five days in the Netherlands, the highlight of which was participation in the Koninklijke Nederlandse tournament against a number of Dutch teams in Amstelveen.

In limited-overs format, the RN won two games and drew a third to reach the final.

Choosing to field first, the sailors restricted Dutch side VRA to just 44 for 5 in the allocated 12 overs.

A quickfire 22 from 18 deliveries by Lt Cdr Charlie Atkinson helped seal a comfortable victory, won with four overs to spare.

Impending matches including clashes with the MCC, RAF, Army and Leicestershire CC. Details on ladies' cricket from Lt Alex Pridde, secretary RNWCC, on military 9380 20641.

Tall orders for basketballers

THE first 'basketball camp' for women in the Navy is hosted at HMS Nelson this month as eager player S/Lt Hannah Byers tries to re-kindle interest in the sport.

The junior officer says there's been considerable interest since a plea for players in *Navy News* earlier this year.

The result is a ladies basketball weekend in HMS Nelson's gym from July 9-11.

The goal is to have a strong enough squad to allow the RN to compete in the Inter-Services tournament lined up for March 2005.

Details from S/Lt Byers on 07786 076891.

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Training team seized by Iran

NAVAL leaders and the Foreign Office were making strenuous efforts as *Navy News* went to press to secure the release of eight Royal Navy personnel detained by the Iranian authorities.

The men from an RN training team helping to train Iraqis to run a maritime patrol force were delivering a patrol boat from the port of Umm Qasr near the Iraqi-Kuwaiti border to Basra.

Iranian authorities claimed the eight men had strayed one kilometre inside their country's territorial waters along the narrow Shatt al Arab waterway which leads from the Gulf to Basra – focal point of British peacekeeping efforts in Iraq.

A naval spokesman said that all the men's next of kin had been informed about the situation and that every effort was being made in co-operation with the Foreign Office to ensure the men were released from Iranian detention.

New idea to combat pollution

A NEW method to combat marine oil pollution headed the list of the MOD's GEMS awards for bright ideas.

A combination of heavy rainfall and an oil spill in the lagoon used by the RN Firefighting School at HMS Excellent saw a high risk of contaminated water overflowing into Portsmouth Harbour.

When traditional oil removal attempts failed, a possible solution was offered by Neil Thorpe of the Institute of Naval Medicine.

His suggestion was to use a 'loose fibre' oil absorbent material called DRIZIT, which he had seen used previously to absorb fuel from water at helicopter crash sites. The use of this material was found to be highly effective and met all Environment Agency regulations.

Neil's solution avoided the costly alternative of effluent removal by road tanker. It also provided a portable oil/water effluent treatment system which can be deployed across many sites following pollution incidents.

As well as being the 'Most Environmentally Friendly Suggestion' in the GEMS awards, it has also offered the MOD financial savings of around £165,000.

Other awards included those for an improved quick release device used in jackstay transfers of stores at sea (WO Paul Snee); a modified stand to accommodate an extra computer for the Phalanx close in weapon system (CPOWEA(WD) Andy Griffin); and a process to refurbish lifejacket stowage boxes (Jonathon Summersgill).



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07



Star ship Enterprise

THE MOST modern and hi-tech survey ship in the Royal Navy has been testing the state-of-the-art kit that makes her tick for the first time.

Devonport-based HMS Enterprise enjoyed her first extended spell at sea during excellent spring weather to trial her oceanographic equipment 150 miles southwest of Cork, over the evocatively-named King Arthur's Canyon – an Atlantic trough which lies at the edge of the European continental shelf.

Further extensive tests for the Devon-built ship – she and her sister HMS Echo were constructed by the Appledore yard on the county's north coast – have since continued in the English Channel to calibrate her multi-beam sonar and teach crew to make the most of their new vessel.

A period of Operational Sea Training will follow before Enterprise is sent on her first deployment.

Bulwark makes an early start

THE NEWEST addition to the Navy's amphibious arsenal is due to be handed over to the Fleet this month.

HMS Bulwark, the second of two assault ships built to put Royal Marines and soldiers on potentially hostile shores, last month left the BAE yard at Barrow-in-Furness where she was built to begin her first sea trials.

The 19,000-tonne warship left

her 'birthplace' five weeks earlier than expected – which means in turn that the RN will be handed her five weeks early, in mid-July, rather than late August.

A brief period of initial trials was interrupted by a stop-off in Birkenhead to finish off her underwater painting, before she resumed trials in the Irish Sea.

The transition to RN service for Bulwark also took a major step forward with the appointment of former Lynx pilot and HMS Westminster CO Capt Jerry

Stanford as her Commanding Officer in time for the departure from Barrow.

One of the last acts before leaving the north-west was to throw the ship open to the public; 3,500 people, chiefly families of BAE employees, toured the vessel their loved ones have been toiling away on since she was laid down in early 2000.

The media also made a fuss of the assault ship's departure. BBC weather presenter Dianne Oxbury climbed aboard to broadcast her bulletin from Bulwark.

Bidding farewell to Bulwark, Murray Easton, BAE's managing director of BAE Systems Submarines, said: "The work force can, and should, be justifiably proud of Bulwark. She's the best advert for more work I can imagine. This fine ship will without doubt be one of the best ever delivered by this yard."

A further sign of the ship's progress was the final equipment check for Bulwark's embarked RM unit, 4 Assault Squadron, which culminated in the six-week Exercise Green Tulip 04, set to end on July 15.

The green berets accompanied a convoy of veterans across to Normandy and participated in events off Arromanches before heading up the Channel to Flushing to join in events commemorating the Walcheren landings 60 years ago this autumn, a particularly poignant operation in the corps' history.

On returning from Green Tulip, 4ASRM is due to embark in Bulwark, which in turn is earmarked to be handed over officially to the RN in her new home of Devonport, on July 23.

Bulwark – like her sister Albion upholding the tradition of the post-war commando carriers of the same name – is the last new vessel in the Fleet's inventory until the arrival of the first of the Type 45 destroyers, HMS Daring, in about three years' time.

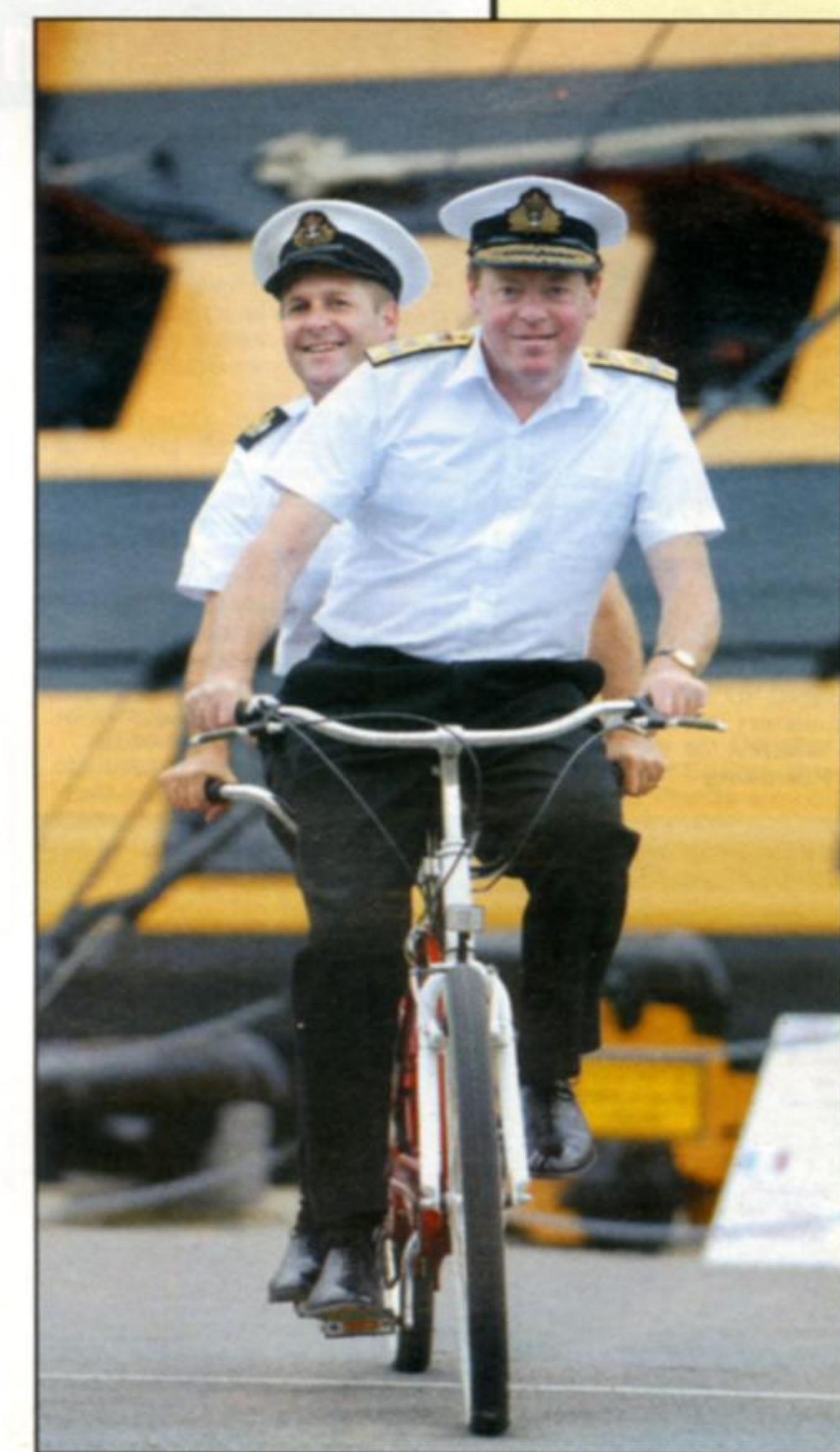


• AHEAD OF SCHEDULE: HMS Bulwark leaves Barrow-in-Furness to begin her first sea trials

Wheel power

SECOND Sea Lord Vice Admiral Sir James Burnell-Nugent and Command Warrant Officer Eddie Seaborne worked in tandem to promote National Bike 2 Work Day.

The pair rode around Portsmouth receiving much encouragement from the local populace – from small boys in particular ...



1954-2004: 50TH BIRTHDAY SOUVENIR



Navy News

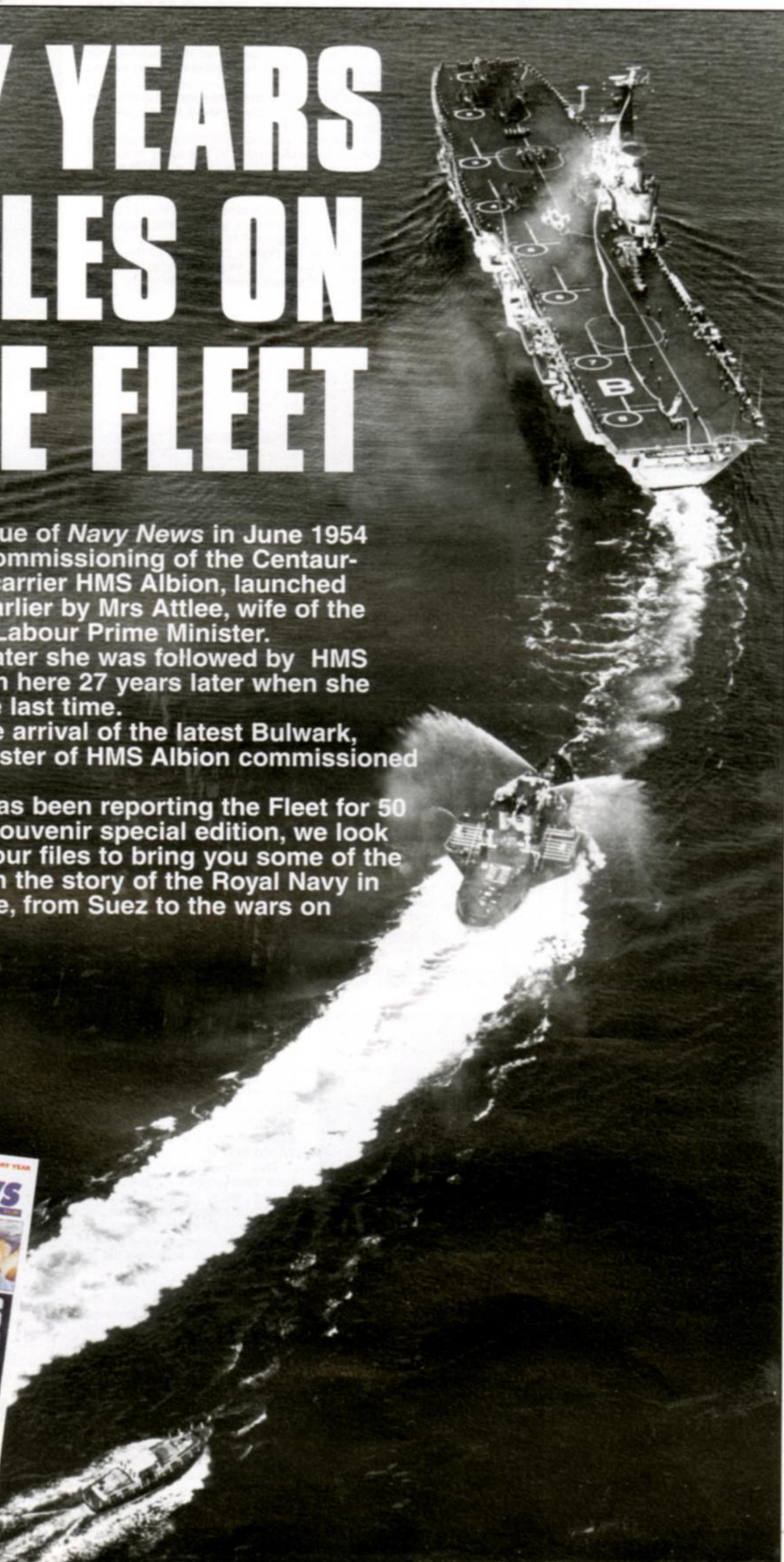
FIFTY YEARS OF FILES ON THE FLEET

THE FIRST issue of *Navy News* in June 1954 featured the commissioning of the Centaur-class aircraft carrier HMS Albion, launched seven years earlier by Mrs Attlee, wife of the first post-war Labour Prime Minister.

Six months later she was followed by HMS Bulwark – seen here 27 years later when she paid off for the last time.

2004 sees the arrival of the latest Bulwark, assault ship sister of HMS Albion commissioned in July, 2003.

Navy News has been reporting the Fleet for 50 years. In this souvenir special edition, we look back through our files to bring you some of the key chapters in the story of the Royal Navy in the nuclear age, from Suez to the wars on Saddam.



Navy News – the first fifty years

NAVY NEWS' first 50 years has seen a whole raft of momentous events, just a few of them included in this short trawl through our files.

It is not intended as a history of the Senior Service in this period, though – that would be way beyond its scope.

Even so, it carries some of the wars and confrontations as well as developments in ship design, naval aviation, organisational changes and examples of the many occasions on which the Royal Navy and Royal Marines have been the prime movers in disaster relief operations and mercy missions across the globe.

Many of the photographs in this collection are unique to Navy News and our archive as a whole comprises one of the most complete records of the Royal Navy in the post war era.

Towards the end of the latter half of the five decades covered here the Royal Navy has had more ongoing commitments at home and overseas – with far fewer units to maintain them – than it did at its beginning.

The message must be that, no matter how much more sophisticated and powerful today's – and tomorrow's – ships may be, the number of hulls in the water is what counts in the long run.

– Jim Allaway
Editor



1950s

1 Bye bye blues

HMS VICTORY staff get up to date with issue No 7 of what was then still the *Portsmouth Navy News*.

Note the blue caps, worn from October to April until 1956, when white covers used in the warmer months would henceforth be retained all year round.

(December 1954)

2 Test-bed for missiles

HMS GIRDLE NESS was newly commissioned as the test-bed for the later generation of slim-line frigates for which the gun would be a secondary armament.

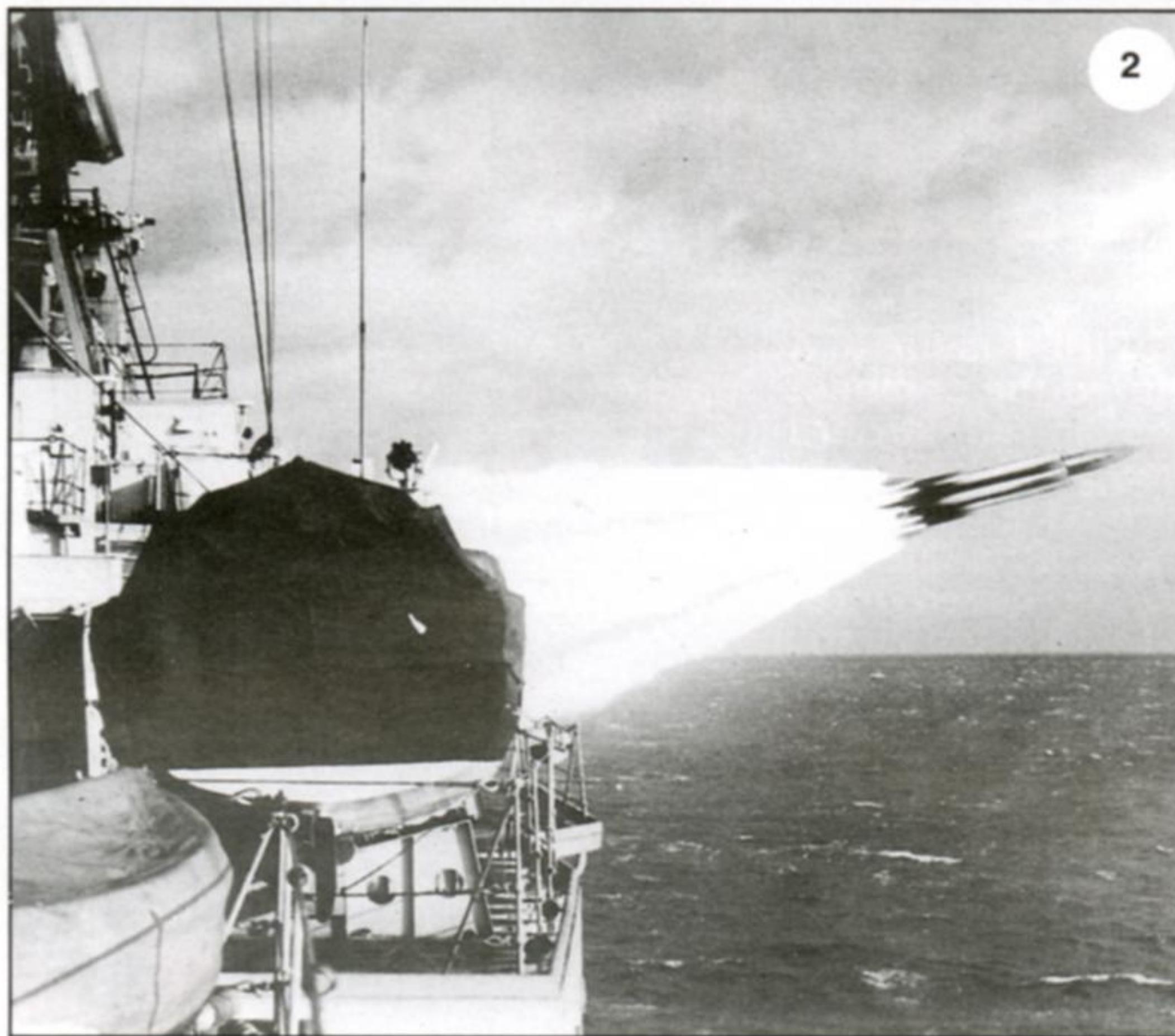
She began her career as a trials ship at Devonport in July 1956 and is seen firing Sea Slug – a weapon that would remain in service for many years – from her fo'c'sle.

Naval interest in guided weapons started in World War II and the RN was in the forefront of their development in the early post-war period – a project was even begun to provide a short-range weapon against Kamikaze attacks, but Japan was defeated before it was sufficiently advanced.

After tests at the Aberporth range in Wales and at Woomera in Australia and firings at sea – the majority of which were successful – the Sea Slug system was introduced to engage any enemy bomber which managed to evade the fighter defences of the Fleet at any height at which aircraft were then capable of operating.

It employed four boosters, jettisoned after propelling the missile to supersonic speed.

(October 1956)



3 Scimitar sweeps in

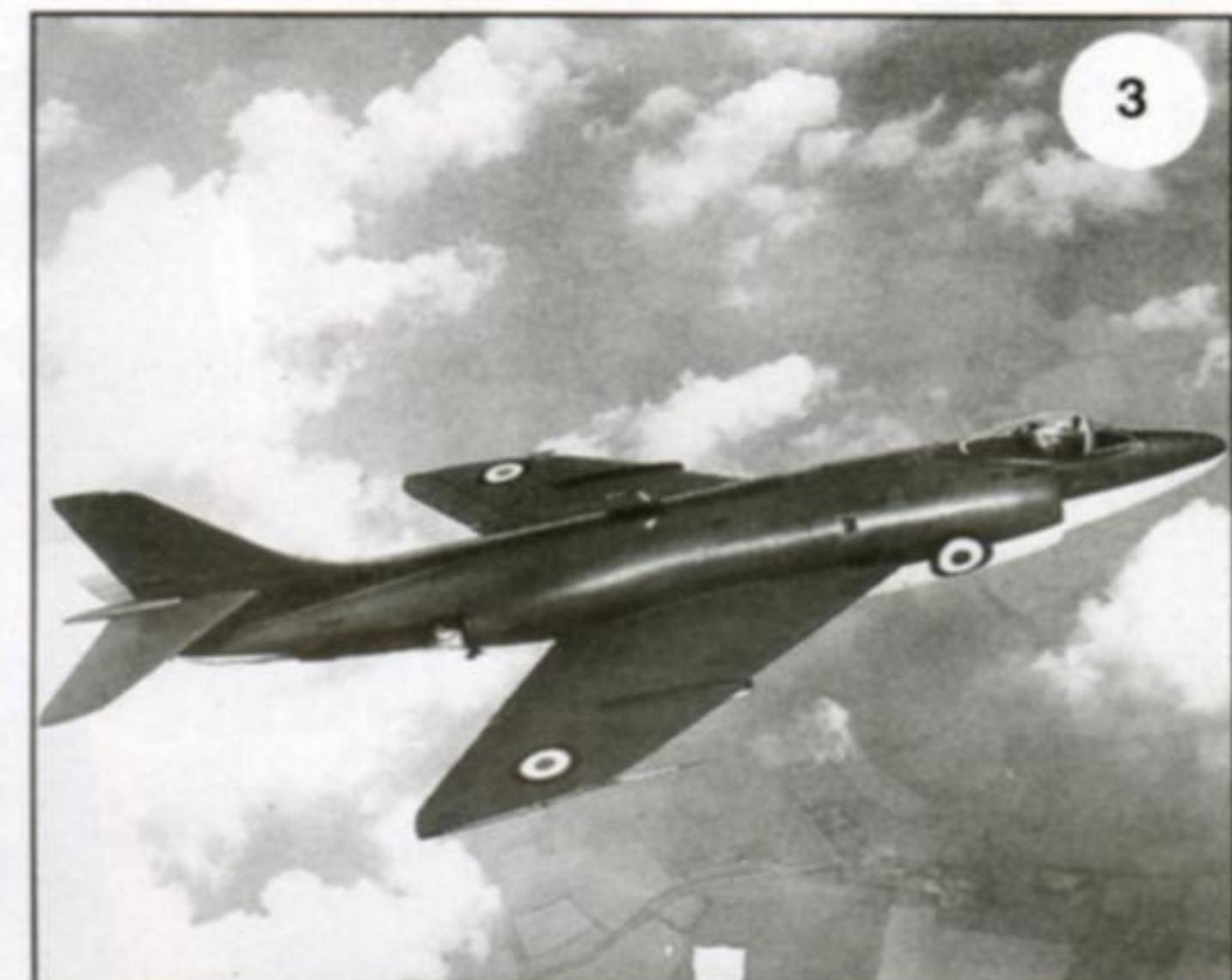
THE ROYAL Navy's new interceptor fighter, the swept-wing Scimitar, was soon to come into service.

This large single seater aircraft had an exceptional low level performance and was capable of supersonic speed in shallow dives.

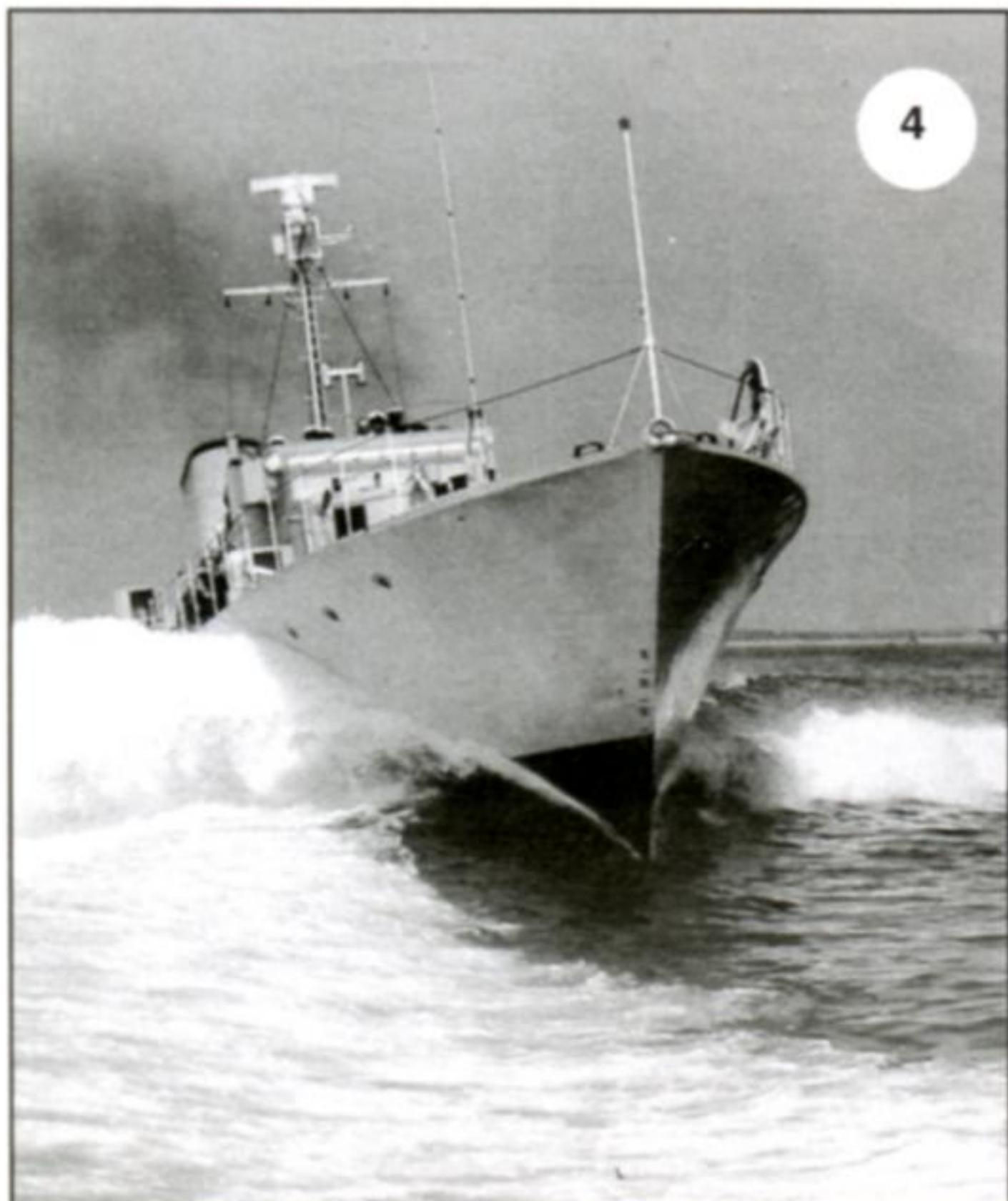
The first squadron was formed at RN Air Station Lossiemouth in June 1958 and was expected to embark in the Navy's newly modernised carrier HMS Victorious the following September.

"A feature of the airplane not appreciated by people living near RN Air Station Ford in West Sussex where it was recently demonstrated was its terrific noise..."

(April 1958)



4 Bird artist Scott's Grey Goose



4

HMS GREY GOOSE was a steam gunboat in which Lt Cdr Peter Scott, MBE, DSC*, RNVR, the celebrated artist and naturalist who was the son of Captain R. F. Scott of Antarctic fame, led a series of dashing Channel actions against enemy shipping in World War II.

The 'destroyers in miniature' had powerful steel hulls, a 3in gun, torpedoes and depth charges and their 8,000 hp high efficiency steam turbines fired from a single boiler gave them a speed of 35 knots.

But they were described as 'light coastal craft' and the enemy was left to assume that they were ordinary motor gun and torpedo boats.

The Grey Goose is here under the command of Lt Cdr D. W. Wilson, DSM and converted to a floating test bed with two experimental Rolls Royce RM 60 marine gas turbines, transmitting their power through ROTOL controllable pitch propellers which obviated the use of reverse gearing – alterations almost amounting to a rebuild.

(December 1955)



5

5 Exploring the deep at full speed

BASED on the Third Submarine Squadron at Faslane on the Clyde, HMS Explorer – with her sister Excalibur reputedly the fastest submarine in the world, logging over 25 knots submerged – was engaged in detailed analysis of very high underwater speeds to gain experience in the new techniques and drills which would soon emerge with the advent of the RN's first nuclear boat, HMS Dreadnought.

As a change from this work, she would occasionally provide target services for surface anti-submarine forces operating out of Londonderry.

(April 1958)

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1960s

6



6 Belfast shuttle

HMS BELFAST, the Royal Navy's biggest cruiser (then the flagship of the Flag Officer Second-in-Command Far East Station Rear Admiral Michael Le Fanu) recommissioned at Singapore under the command of Captain Morgan-Giles.

The new crew, 52 officers and 580 men, were flown out in seven flights of specially chartered Britannia aircraft of British United Airways and the British Overseas Airways Corporation, while the old crew flew back home after 18 months service in the Far East.

(March 1961)

7



7 Confrontation piece

EIGHTEEN Wessex V helicopters of 848 Naval Air Squadron fly over HMS Albion at anchor off Labuan.

Though talk of settlement and peace was in the air, the way of life for 16,000 officers and men of Britain's Far East Fleet was still dominated by one word – confrontation. Royal Navy helicopters had taken part in a huge movement of troops when they lifted three military units in Malaysian Borneo.

Operating from the command ship, the Wessex heavy lift aircraft flew in men of 40 Cdo RM, who replaced a Malaysian battalion in the Simanggang area of Sarawak's Second Division.

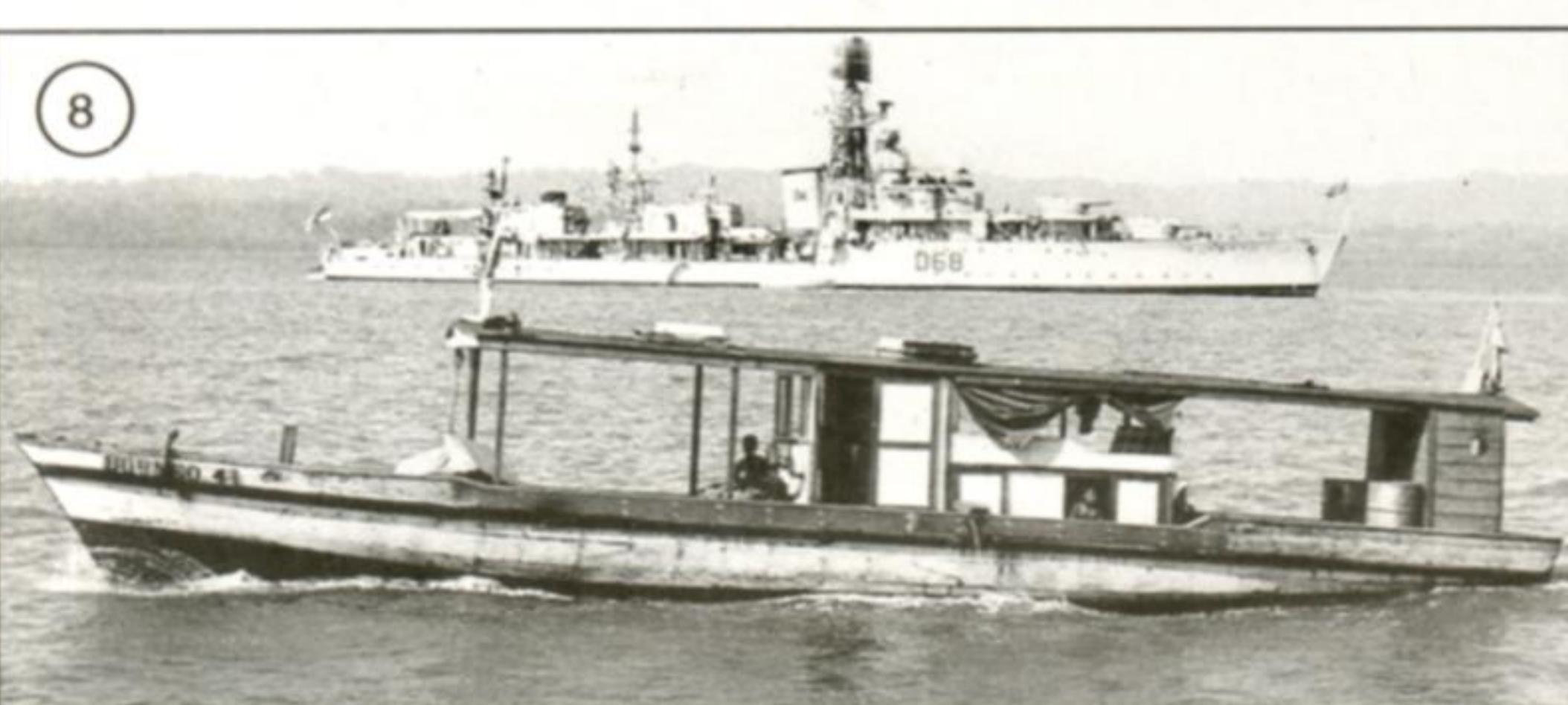
Then they lifted the Malaysians into the Lundu District of the First Division, bringing out men of 42 Cdo who had completed a five month tour in Sarawak – their fifth in Borneo since their first arrival in December 1964 as part of the force which quelled the Brunei revolt.

Here for the first time in six months all the Wessex helicopters of 848 Sqn were embarked together after assisting the Security Forces against the Indonesian infiltrations.

(June 1966)

8 Barrosa battles with pirates off Borneo

8



TO ASSIST the Royal Navy's search for arms and ammunition smuggling round the coasts of Sarawak, Brunei and Sabah – formerly British North Borneo – the Sultan of Brunei provided specially built Perau small craft which were easily manoeuvrable in the narrow channels between the mangrove swamps. HMS Barrosa was acting as guardship in operations against Indonesian terrorists.

Able Seaman Charles Sutherland died after a gun battle with pirates. He was one of a boarding party from the fleet radar picket which stopped a powered boat with 13 pirates on board.

Three were captured immediately, but in an exchange of shots Sutherland was fatally wounded while the other ten jumped overboard. One of these was later sighted on land – seriously wounded, he died later, after saying he believed the rest had drowned.

For decades the pirates of the Sulu Sea south west of the Philippines had made the Borneo coast their happy hunting ground. With the advent of the outboard motor they had been able to strike and disappear before the authorities could intervene.

Ships of the Far East Fleet were often called upon to search for them – but they were able to steal up upon isolated villages, loot local shops, kill and steal boats and outboard engines and make a swift getaway long before a search could be organised.

Today piracy is actually on the increase in the Far East. In June 2004 Navy News reported that, despite excellent efforts by authorities in India, Malaysia and the Philippines, the year had still opened bloodily for some unfortunate mariners, with attacks on the rise in the Malacca and Singapore Straits.

(March 1963)

10 Timely Resolution

HMS RESOLUTION, the Royal Navy's first Polaris submarine, commissioned at Barrow-in-Furness – right on time.

Armed with 16 A-3 Polaris missiles with British warheads capable of being delivered with extreme accuracy at a range of 2,500 miles, she could operate all over the world without the need to surface and presented "almost insuperable problems of detection to an enemy", providing a nuclear shield for Britain and NATO. She would join the Fleet the following year after tests at Cape Kennedy – which included the test firing of one of her missiles (inset).

"Perfect in every respect" was the report when the Polaris missile was launched – the first from a British submarine.

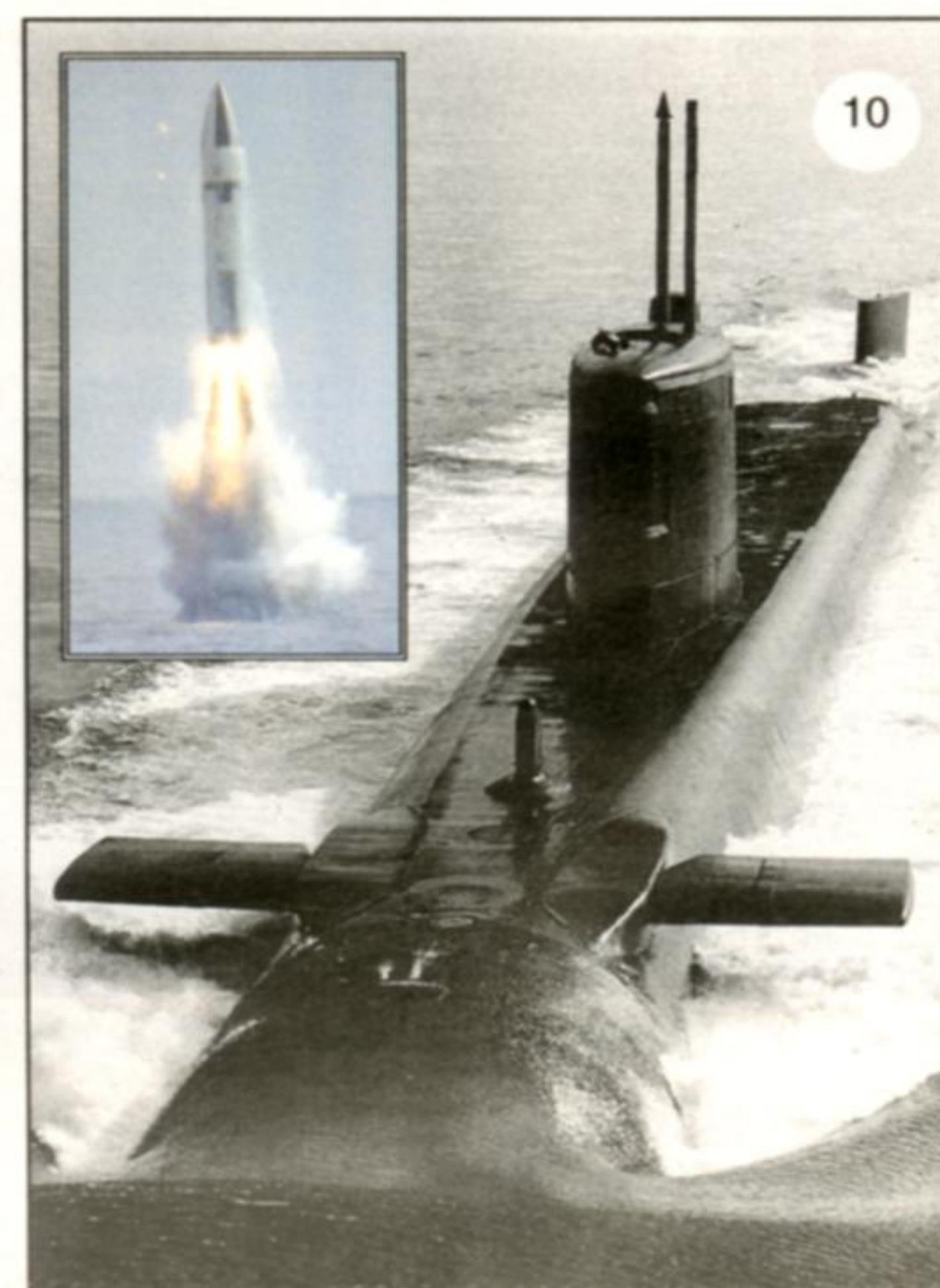
Resolution was cruising submerged about 30 miles off Cape Kennedy, Florida, when she sent the weapon down the Atlantic Missile Test Range.

Watchers from the attendant vessels saw a swirl of green water. Seconds later the missile burst through the surface in a fountain of foam.

The firing was carried out by the Port Crew under Cdr Michael Henry, watched by Chief Polaris Executive Vice-Admiral Sir Hugh Mackenzie who radioed: "The event is the culmination of a great effort on the part of the submarine commanding officer and his crew, and by the British shipyards, firms and technicians who have built and tested the submarine and its systems."

(October 1967 and March 1968)

10



9 Blake lays out the new carpet

A HAWKER Siddeley Harrier close support jet fighter landed on the flight deck of the command helicopter cruiser HMS Blake in trials to test the 'jump jet' vertical take-off aircraft's capability for operations from ships in the mid-70s.

The aircraft was flown from Dunsfold airfield in Surrey by Hawker Siddeley chief test pilot Hugh Merewether, to rendezvous with the Blake south east of the Isle of Wight.

Laid down in 1942, the Blake was not commissioned until 1961, by which time her original design fit of nine six-inch guns and ten four-inch turrets had been exchanged for two twin six-inch and three twin three-inch turrets.

A 21-month commission followed, mostly spent under the flag of Flag Officer Flotillas Mediterranean. She then spent six months in Dockyard hands, her after superstructure and armament being replaced by facilities for an air group, comprising a flight deck and hangar for Sea King helicopters, with workshops, offices, briefing room and new cabins and mess decks below.

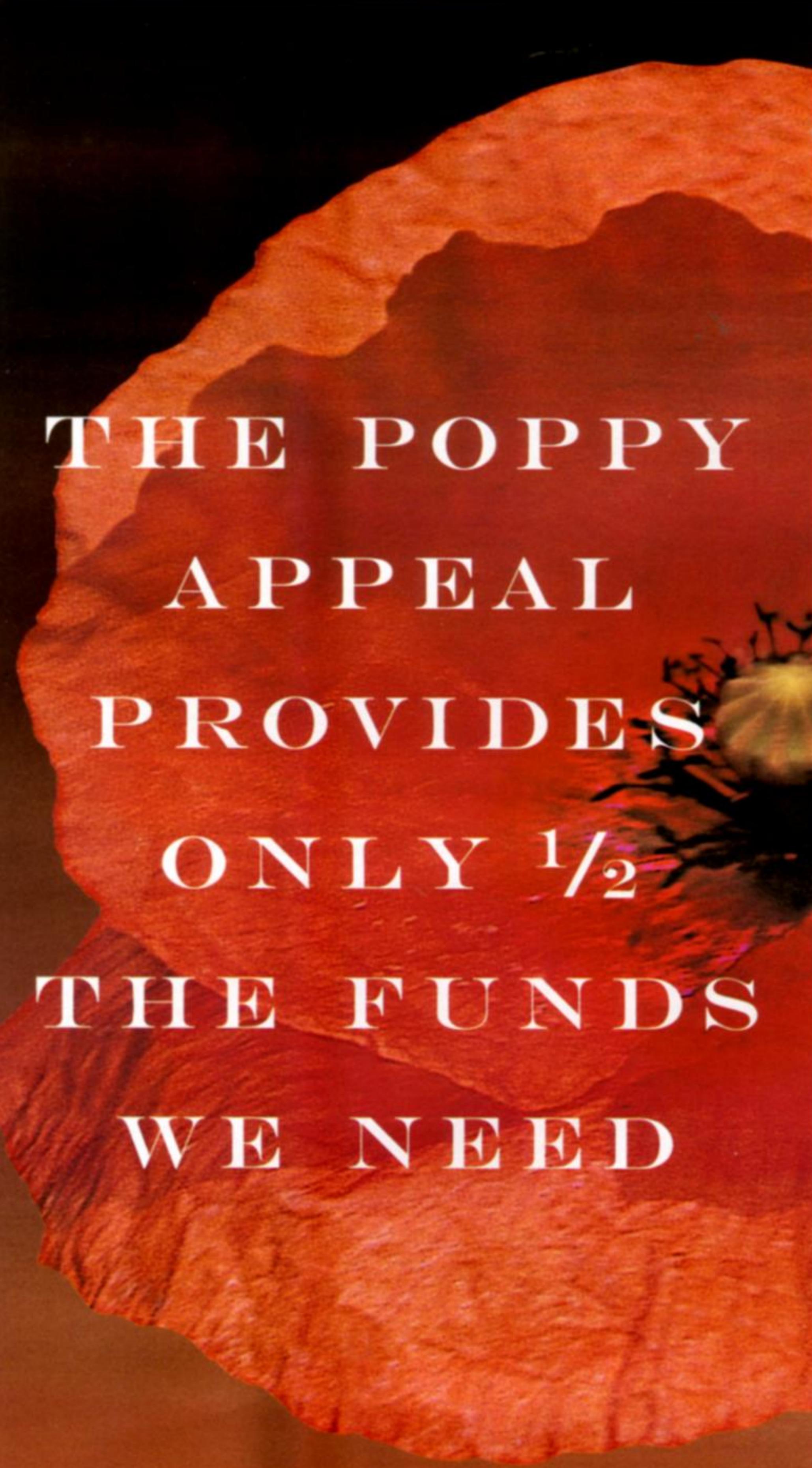
To create space for the air group, the gunnery branch suffered the loss of two twin three-inch and the aft twin six-inch batteries – but was compensated by the siting of two quadruple Sea Cat missile launchers amidships.

Blake still went to sea with the biggest guns in the Royal Navy and remained capable of laying down a heavy carpet of shells.

(September 1969)

9





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1970s

11



11 The last of the tot

MORE tears were shed over the passing of the tot than fell on the bier of Nelson, they said...

This was one of *Navy News*' major exclusives, but much of the outpouring of grief that attended the Admiralty's decision to do away with the rum issue was clearly tongue-in-cheek.

By 1970 the daily award of an eighth of a pint of 95.5 per cent proof spirit to every man in the Fleet had long been an anachronism – in a highly technical and ever-more sophisticated Navy no margin of error due to intoxication could be allowed.

In any case, the era of harsh discipline, dire rations and living conditions scarcely fit for livestock in which rum had made life a bit more bearable was ancient history.

"I am not expecting to rocket up to Top of the Pops in the Navy on this," commented First Sea Lord Admiral Sir Michael 'Dry Ginger' Le Fanu. But he made it clear there had been "no political pressures – it is a Naval judgement."

The fiery spirit was first unofficially introduced into the Navy in 1655, when a British Fleet under Admiral Penn captured Jamaica. Its long-keeping qualities led to it becoming official issue in 1731, when the daily ration was set at half a pint.

Nine years later the C-in-C West Indies Station, Admiral Vernon reported that it caused "many fatal effects to their morals as well as their health" and ordered that it be mixed with water, thus giving great offence to the tars. Since they had nicknamed him 'Old Grog' after the grogram cloak he habitually wore on the quarterdeck in rough weather, so they tagged his watered-down rum 'grog'.

(September 1970)

12 On top of the world

THE NUCLEAR Fleet submarine HMS Dreadnought pops up at the North Pole – the first British boat to do so.

Her patrol took her 1,500 miles under the ice before surfacing at the Pole, where a seaman with a rifle kept watch for prowling polar bears as other crew members ventured on to the ice cap. The Dreadnought had already broken through three times on the way up.

Describing her arrival at 8am on March 3, Lt Cdr John Collier, torpedo and anti-submarine officer, said: "It was semi-twilight all the time and we spent several hours finding a suitable area of thin ice. We came to the surface through about a foot of ice at 5.30 in the evening and remained on the surface until the early hours of the morning."

LA(Phot) Michael Rowsell took the photograph soon after the submarine's 'fin' burst through. He had to operate his 35mm camera in 67 degrees of frost – and suffered a severe wind chill effect standing in a 20 knot draught filled with suspended ice crystals.

Thus the fingers which just managed to press the shutter were numbed by a wind chill effect that plummeted to minus 110 degrees F.

(April 1971)

12



13 Cod War close-up for Cleo & Co

'AT close quarters' is a phrase with real meaning in the Cod War as the Royal Navy goes about its business of protecting our trawlermen from harassment. On the left, the Icelandic gunboat Aegir steams away from a British trawler and HMS Cleopatra.

As the fishery dispute with Iceland turned into a fairground dodgem contest, the frigate HMS Lincoln consoled herself with a monster fish and chip supper – halibut steaks cut from a 200lb specimen presented by the trawler support vessel Othello.

"So the job continues... silence, searching, a sudden flurry of activity, then back again to cat and mouse... it is remarkable, having regard to the tactics involved, that nobody gets hurt."

(July 1973)



13

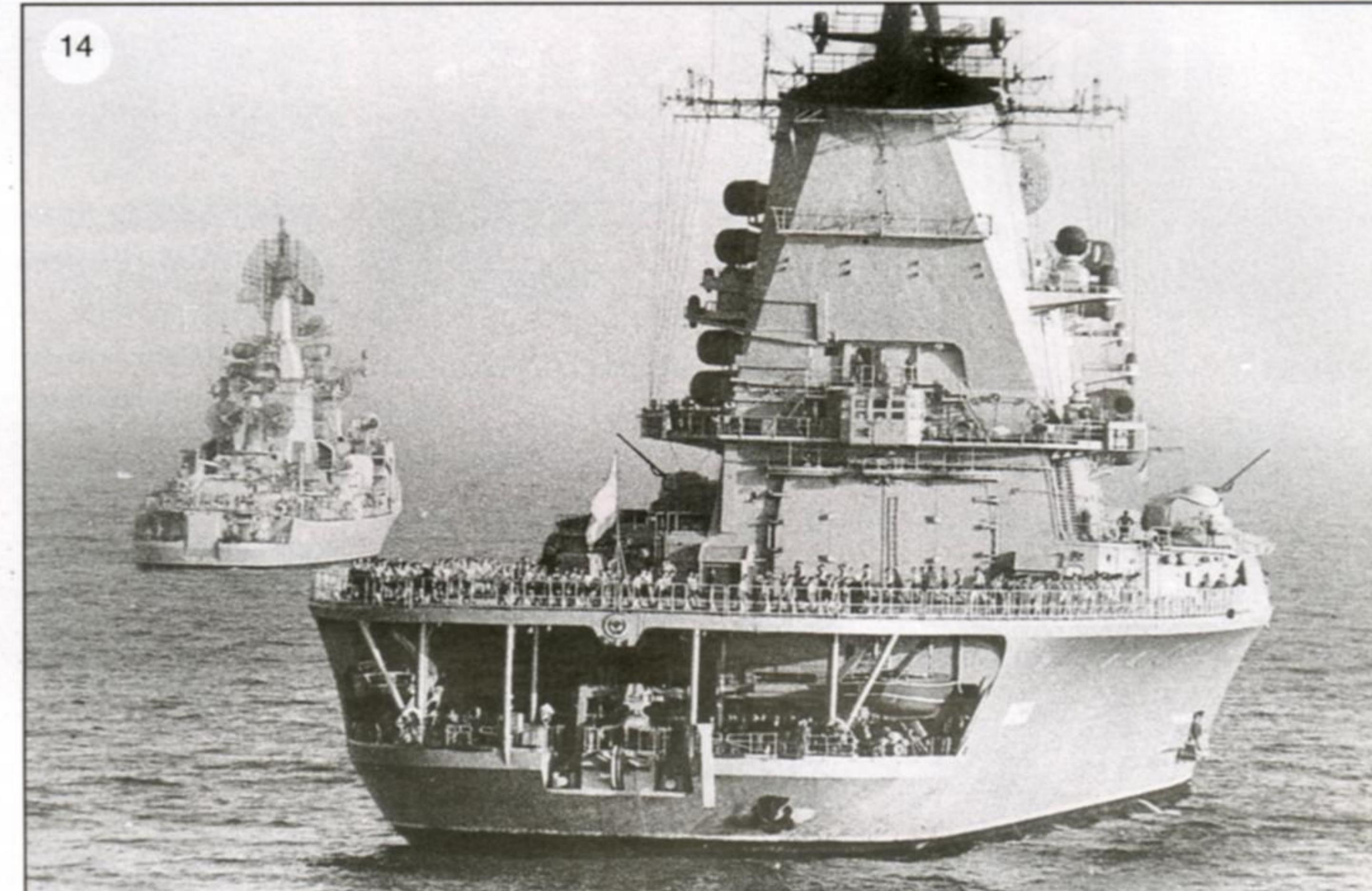
14 Fearless photos morning in Moskva

0600 hours in the South Aegean Sea. Two hundred energetic sailors in shorts and track suits throng the flight deck for PT exercises on board the Soviet helicopter carrier Moskva, at anchor in company with the Kara class missile cruiser Nikolaevo.

The scene was photographed from HMS Fearless, then the Dartmouth training ship, during her Mediterranean exercises. Her own early morning 'jerks' started half an hour later...

(August 1974)

14



15 Dido, queen of the opera at Sydney

HMS DIDO was at Sydney when the Queen opened the Opera House that would become the Australian city's most famous landmark – next to the Harbour Bridge, of course.

The ship later took part in joint exercises with the Royal Australian Navy on passage to Fremantle.

One result of the stay Down Under was that the ship's company would be savouring a special 'Opera House' Christmas pudding, the 150lb mixture of rum, stout, fruit and flour stirred by beauty queen Darya McCann.

(December 1973)

15





16



16 RN't I brave?

MRS THATCHER samples a jackstay transfer across the pool at the 25th London International Boat Show, assisted by LPT Bob Aindow and RN Director of Publications Capt Derek Blacker.

She was one of 5,000 visitors who made the crossing – and received certificates and stickers printed with the legend 'I've been jackstayed! RN't I brave?' (February 1979)

STRAIGHT from the American bi-centennial celebrations – for which 650 sailors formed up on the flight deck to spell out the tribute '1776-1976' for her entry into Fort Lauderdale, Florida – HMS Ark Royal returned to the UK to bask in the success of her apotheosis as the subject of the ten-part BBC series *Sailor*, a highly controversial warts-and-all picture of life in the Senior Service that set the benchmark for Naval documentaries.

Navy News stated confidently: "If the opening instalments set a few eyes popping, any doubts will fade in the succeeding weeks." And they did.

"This was no 'wardroom show', but splendidly balanced entertainment, full of sailor activity, humour, thrills, drama and human interest."

Rod Stewart's smash hit anthem *Sailing* set the scene so aptly that many viewers imagined it had been written specially for the show.

(August 1976)

18 We are sailing . . .



18

17



17 Fire over Belfast

THE FIREMEN's strike had kept 4,000 Royal Navy and Royal Marines personnel on duty over the festive season, manning 'Green Goddess' service fire engines throughout the UK and tackling emergency calls to hotels, warehouses, garages, flats, oil depots and simple chimney fires.

Belfast posed special problems. Each time the call went out, the whole area involved had to be checked for bombs before the firefighting teams could go into action.

Here the joint service group included a detachment from HMS Sultan, four groups working in the chief city of Northern Ireland with another in Londonderry.

Twenty-five years later the Green Goddesses were called out again . . . (January 1978)

19 Murder most foul

RATINGS from HMS Mercury carry the coffin of Admiral of the Fleet Earl Mountbatten of Burma – murdered, together with his grandson Nicholas and the dowager Lady Brabourne, by IRA terrorists in Northern Ireland.

He was buried at Romsey, near his home at Broadlands, after a funeral service in Westminster Abbey, where the field gun carriage bearing the coffin through the streets of London was the one, kept at HMS Excellent, used at the funerals of Queen Victoria and Kings Edward VII, George V and George VI.

It was in every sense a Naval funeral – as beffited one who regarded his years in the Senior Service as "the core of my professional life".

At the end of May he had paid his last visit to a Royal Navy warship – the nuclear-powered submarine HMS Superb. In the early 1920s he had briefly served in the submarine K3 – and so always wore the Submarine Service dolphins badge on top of the deep rows of his decorations.

(October 1979)



19

20



20 Spithead spectacle

THE QUEEN passes HMS Ark Royal in HMY Britannia at the start of her Silver Jubilee Review of Royal Navy and Commonwealth ships assembled at Spithead.

The Royal Yacht is followed by HMS Birmingham and the helicopter support ship RFA Engadine, loaded with Press observers.

There were 175 ships in the lines with 30,000 men embarked for the biggest Spithead spectacular since the Coronation Review in 1953.

Ark Royal was the largest RN warship to be seen during the Review column's 15 mile circuit, which included representatives from 17 other nations.

One of the most distinctive was the frigate HMNLNS Tromp (foreground, left) nicknamed 'Kojak' because of the huge radome above her bridge.

As Lord High Admiral, the Queen sent out the message: "It gave me great pleasure to review all these ships assembled at Spithead today for my Silver Jubilee Review and to receive the salute of the Fleet Air Arm."

"I was deeply impressed by the splendid sight of all the vessels in their lines. The smart appearance of the ships and their companies – and the precision of the flypast – were in the finest traditions of the sea."

"I send my congratulations to all who planned and took part in the Review. The Duke of Edinburgh joins me in sending our best wishes to you as you disperse." (July 1977)



1980s

21 Nose to tail

A MOMENT of aerial nostalgia as a Fairey Swordfish of World War II vintage shares the limelight with a Sea Harrier during a fly-past at the RN air station Yeovilton.

The two aircraft represented 46 years of Rolls Royce Bristol Pegasus aero engine development, which had advanced flying speeds from 120mph to 600 knots plus.

(March 1980)



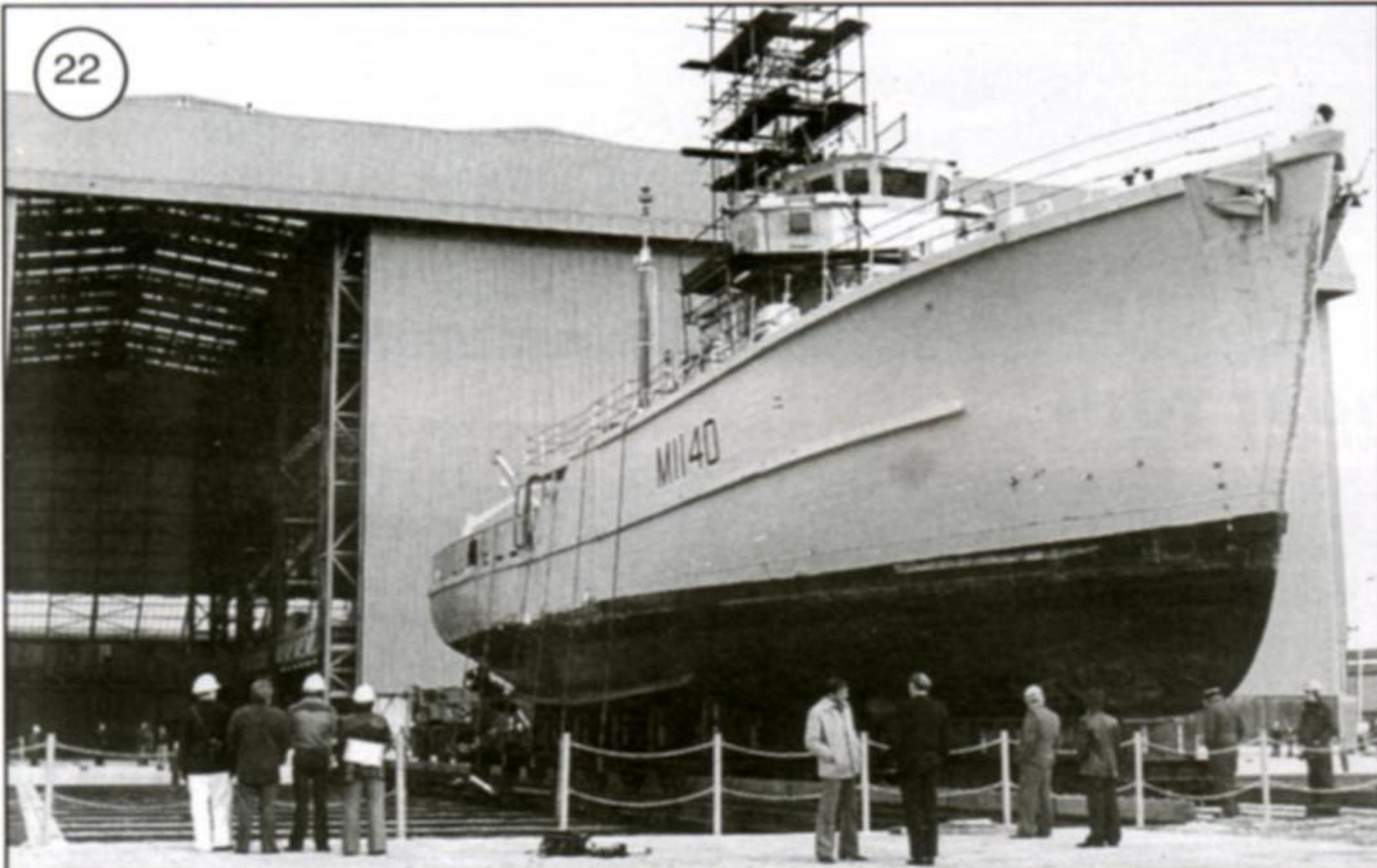
21

22 Refits quicker by rail

HMS GAVINTON becomes the first ship to be synchrolifted out of the water and shunted into Rosyth's new refitting complex.

The £12m refit shop would revolutionise working conditions in the dockyard, where small ship refits had previously taken place in the open and in floating docks in the main basin. Rosyth could now programme refits more precisely, free from interruptions by wind and rain. The synchrolift could pluck mine countermeasures vessels and small patrol ships from the water, trundle them along a 400ft railway line, squirt marine growth off their hulls with high pressure water jets, and park them snugly into a massive five berth 'garage'.

(December 1980)

**25 Sir Rex surveys his icy domain**

DWARFED by her surroundings, HMS Endurance approaches the famous Lemaire Channel – the Antarctic Peninsula to the right, Anvers Island to the left – as she steams north after taking part in 'Winter Olympics' staged at Rothera, the British Antarctic Survey base.

Sir Rex Hunt, High Commissioner of the British Antarctic Territories, was on board with Lady Hunt for a three week tour of his domain.

Later the ice patrol ship rendezvoused with her Brazilian counterpart Brao de Teffe in sight of Elephant Island. The place and time were not without historical significance – almost exactly 68 years before, Sir Ernest Shackleton landed there after his attempt to reach the South Pole had been thwarted when his ship Endurance was trapped and crushed in the Weddell Sea ice.

(April 1984)



25

23 First RN submarine found

HOLLAND 1, the Royal Navy's first submarine which sank on her way to the breaker's yard in 1913, was found off Eddystone Lighthouse.

The minesweeper HMS Bossington first made sonar contact with the wreck, later confirmed by the diving trials ship Seaforth Clansman as the first of the Holland-class built in 1901-02.

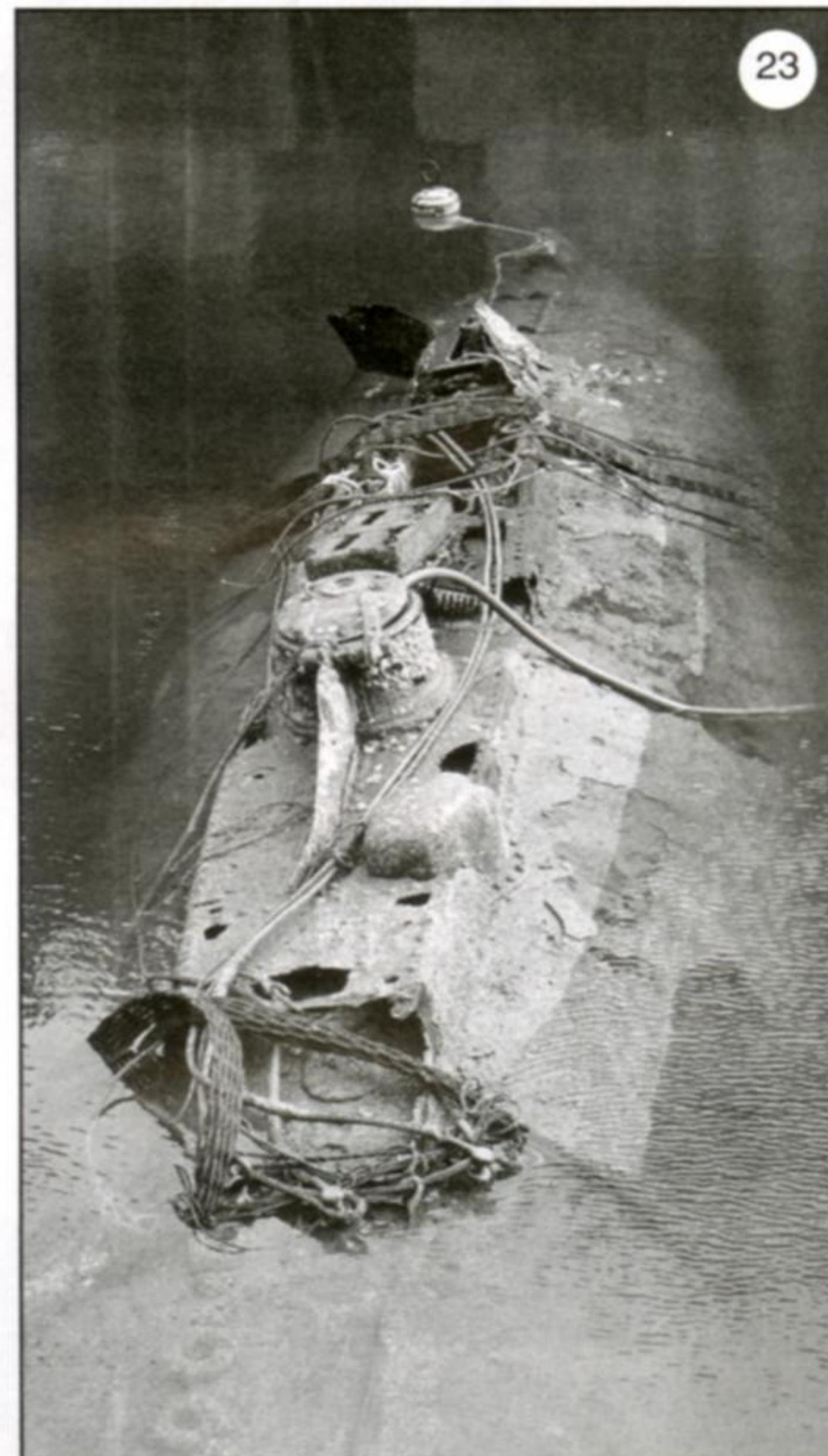
The boat – with many of her fittings miraculously intact, including a splendid porcelain 'Doulton's No 612' WC, complete with wooden seat – was later raised and put on permanent display at the Submarine Museum at Gosport.

Holland 1 remains the only surviving example of the American design built under licence by Vickers at Barrow-in-Furness, still the home of the lead builders of RN submarines in the nuclear age.

A nine-man, petrol-engine and battery-driven craft, only 63ft long and with a displacement of 120 tons, she could manage a top speed of nine knots surfaced and six knots submerged and could dive to only 100ft.

Her single torpedo tube, ordered by the Admiralty to be "mangled" when she was sold for scrap, was also mysteriously intact, its heavy brass rear door shut tight.

(May 1981)



23

24 The end of the Antelope

HMS ANTELOPE explodes in San Carlos Bay, East Falklands. Press Association photographer Martin Cleaver's dramatic picture was one of the most potent images of the sea-borne trauma of Operation Corporate.

The Type 21 frigate claimed shooting down two Argentine aircraft in the attack on her before she was struck by two 1,000lb bombs.

An attempt to defuse one of these was unsuccessful and the explosion tore a huge hole in the ship's side, starting major fires in both engine rooms and several other compartments. These got dangerously close to several magazines – and ten minutes after the last man followed the order to abandon ship she was torn apart by a huge explosion.

Next morning all that remained of her was the bow and stern pointing upwards.

(July 1982)



24

1980s



26

**26 Ferry disaster**

A GRIM-FACED Lt Steve Wild arrives with his Duchess at Zeebrugge naval base to be met by divers from Portsmouth working on the wreck of the Townsend Thoresen cross-Channel ferry *Herald of Free Enterprise*.

With Royal Navy and NATO ships in the Zeebrugge area alerted and military transport mobilised from various parts of the UK, one of the first to receive a call was Lt Steve Wild (here escorting the Duchess of York), staff diving officer to the Flag Officer Portsmouth and the man who was to take much of the decision-making responsibility as manager of the UK resources.

After 44 hours work their sad tally was the recovery of 32 bodies.

CPO Peter Still, leader of the first Portsmouth team to arrive, had 11 years earlier helped remove corpses from the sunken HMS *Fittleton*. In the pitch black, he and his colleagues had to struggle through masses of floating debris. Lorries on the vehicle deck were hanging by chains. Visibility in the water was nil. (April 1987)

27 Poison cargo poses challenge

27

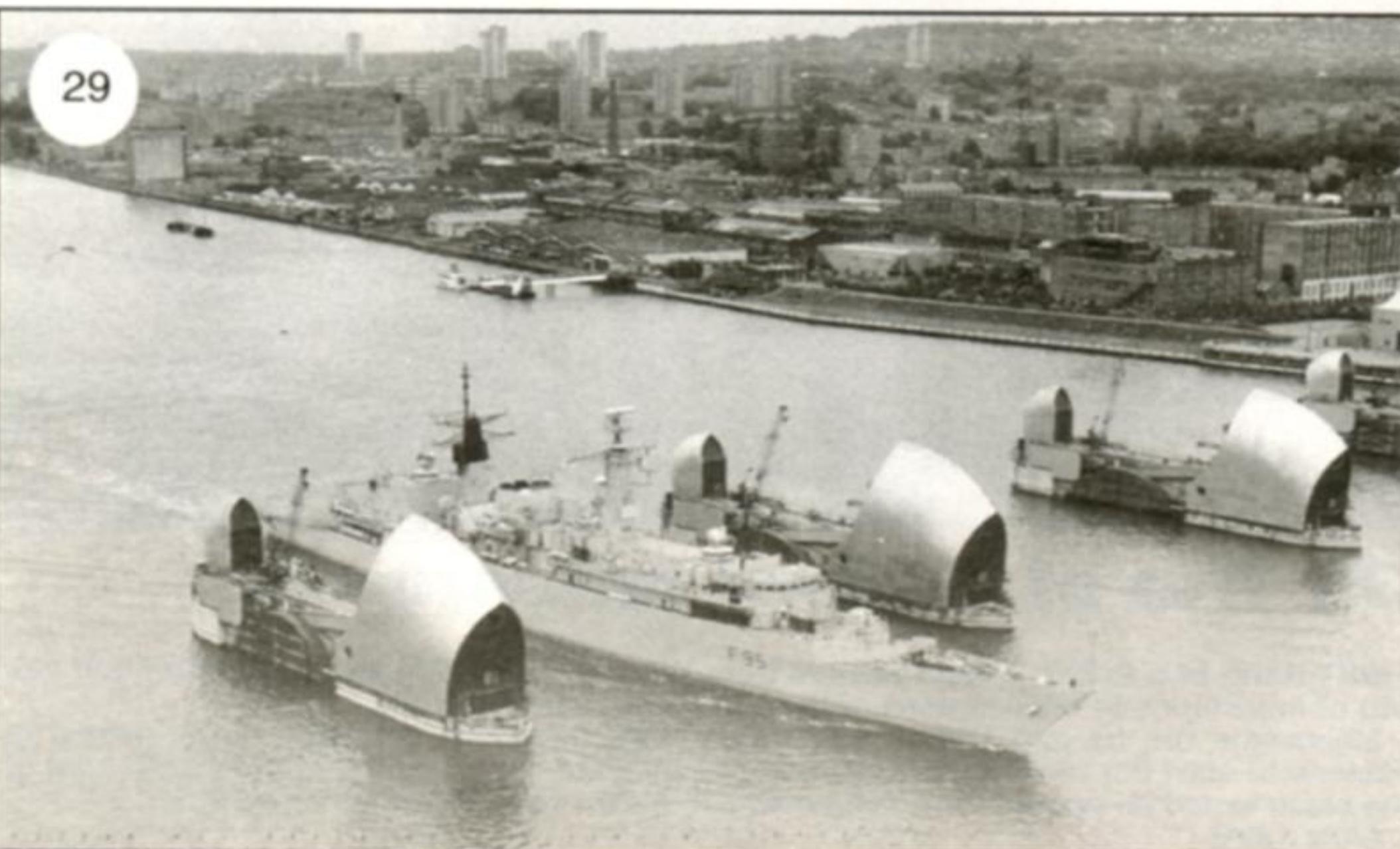
USING her manned minisub and two more submersibles, the seabed operations vessel HMS Challenger swung her hi-tech equipment into action to raise 28 drums of toxic chemicals from the bottom of the English Channel.

The Panamanian-registered Perintis, carrying a lethal cargo, went down 35 miles south east of Brixham. Using her computerised plotting system and sonars, the Challenger relocated her within a few hours of arriving in area.

She took up dynamic hover over the wreck, manoeuvring in delicate one-metre steps until the remote-operated vessels Sprint and Scorpio and the manned submersible LR5 – all fitted with an array of cameras, video recorders, sonars, echo sounders, manipulator arms, cutters and claws – were able to go into action.

The operation was described by Capt Mark Masterman as "a cross between driving through Steptoe's backyard and a china shop."

(May 1989)

29 A barrel for passing the barrier

29

28

**28 And the band played on**

TRIBUTES for rescuing hundreds of men, women and children from the beaches of war-wrecked Aden sent the word worldwide that 'The Navy's here' spirit flourished as strongly as ever.

In HMY Britannia, which was prominent in the rescue mission, Royal Marines musicians serenaded evacuees as they sailed from the burning city – a morale-boosting eccentricity that seemed to belong to another era but whose message of reassurance was unmissable.

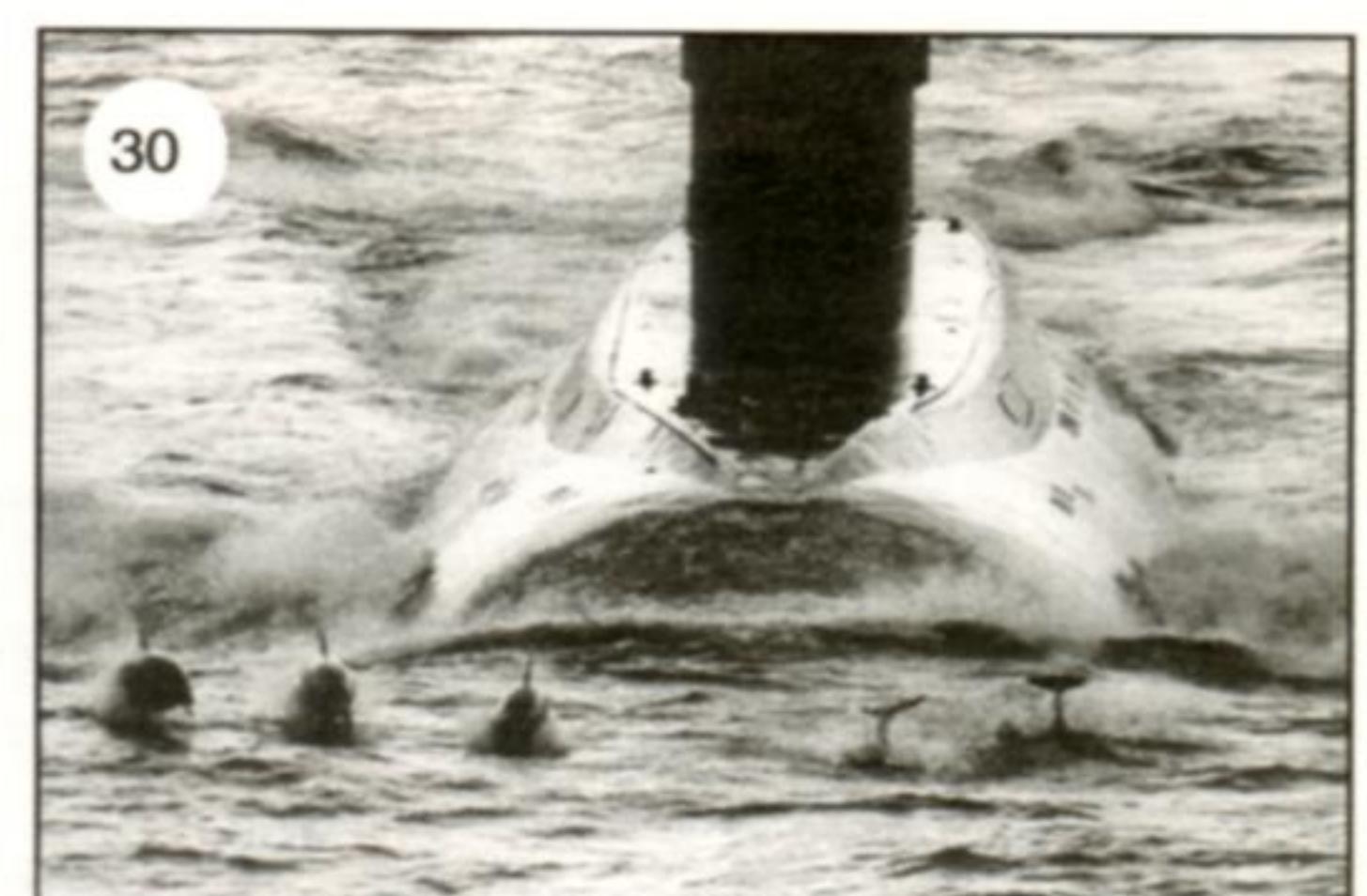
Britannia was on passage to New Zealand when the call for assistance arrived, giving her a unique wartime evacuation experience which was said to have delighted the Queen. Also involved were HMS Jupiter, Newcastle and Hydra and RFA Brambleleaf. (February 1986)

FOR the first time, the new Type 22 frigate HMS London negotiates the Thames Barrier for her debut in the capital.

Top of the list of her engagements during her five-day visit was maintenance of a rarely enacted tradition dating from the 14th century, when Richard II decreed that all vessels moored in the Pool of London to the west of the Tower should deliver barrels of wine to the Governor as payment for their safety.

In keeping with that rule, the London's commanding officer, Capt Robert Fisher – escorted by members of the ship's company and the Head Gaoler of the Tower – marched thither to pay the required dues in the form of a cask of wine.

(September 1987)

**30 School photograph**

'Bow chasers' was one of the most sought-after photos ever published in *Navy News*. It shows a school of dolphins riding the bow wave of a Russian-built Algerian submarine at dusk in the Mediterranean, the picture taken by LA(Phot) Chris North. (January 1989)



1990s

31 Clear and present danger



31

THE GULF War was over before minehunters HMS Brocklesby, Brecon and Bicester arrived – but there was still plenty of work for them to do.

By this time over half the estimated 1,500 mines sown by the Iraqis had been accounted for – either the tethered contact variety similar to those used in both world wars or the modern type laid on the sea bed and set off by a passing ship's sound signature. They were smeared with organic material to attract fish and mask their presence from the searchers above.

Submersibles were used to investigate likely contacts.

Cdr Chris Craig said Navy divers had spent "two dirty, dangerous months" clearing the major ports of Shuaiba, Shuweikh and Kuwait City "battling through simply atrocious conditions, diving among oil, booby traps and literally hundreds of bodies that had been just dumped off the quayside by the invaders."

(June 1991)



34

32 Aid for Bangladesh

IN DRENCHING humidity Royal Marines prepare for a mercy mission through poorly charted waters in cyclone-stricken Bangladesh.

Operation Manna was code name for Britain's relief effort, centred on Cox's Bazaar area, where the low-lying islands were worst hit. More than a million people needed aid and in one district alone 51,000 had died.

The RFA Fort Grange's four Sea King helicopters and six rigid raiders managed to deliver 400 tons of stores in a fortnight.

(July 1991)



32

33 Knights in white armour

WEARING white United Nations livery, four Sea Kings of 845 Naval Air Squadron fly low into their base at the Croatian port of Split. By this time 845 was the UN's longest-serving unit in the war zone of the former Yugoslavia, having conducted a year-long mercy mission in a harsh and dangerous environment.

Some of the squadron's successes had been achieved under fire and the aircraft were always under threat of it.

Their bravery had been recognised by awards in the Queen's Birthday Honours List – the Air Force Cross to 845's CO, Lt Cdr George Wallace; the Queen's Commendation for valuable Service in the Air to Lt Kevin Smith; and a Mention in Despatches for Lt Tim Kelly.

(December 1993)



33

34 Merlin defies the elements

GALE force winds and rough seas faced the EH101 Merlin, the new anti-submarine warfare helicopter for the Royal Navy, as it teamed up with HMS Iron Duke for ship handling trials in the Channel.

In 40-50 knot winds above 20ft waves the aircraft made 69 landings on the Type 23 frigate – visited around this time by the Duke of Wellington, whose famous forebear's nickname she bears.

(April 1993)



35

35 Trio of Trident milestones

FIRST firing of a British Trident missile from HM submarine Vanguard was foremost in a trio of milestones in the progress of the UK's new deterrent force.

Meanwhile the second Trident submarine HMS Victorious (pictured here) arrived at Faslane to start her trials and the Ministry of Defence announced that the fourth boat of the class would be named HMS Vengeance, to follow HMS Vigilant into service.

(July 1994)

36



36 On guard off Somalia



37 Big bust by lifesaver Brave

HMS BRAVE continued her multi-million pound drug busting operations in the Caribbean by seizing cocaine with a street value of £90m – to the delight of the US Coast Guard.

And hard on the heels of that success she saved the lives of four Jamaican fishermen near their end after six days adrift without food or water.

The drugs haul was made when the ship was conducting surveillance of speedboat traffic between Colombia and Mexico.

After tracking a suspect boat by radar, she launched her Lynx helicopter to investigate the vessel more closely.

As soon as the speedboat crew spotted the aircraft they jettisoned their cargo and made off.

Arriving on the scene later, Brave recovered 40 large bales and 12 blocks of cocaine which she turned over to American authorities at the US base of Guantanamo, Cuba a few days later.

Three years later HMS Marlborough set a record for the Royal Navy when she netted cocaine worth £1.9bn.

(February 1996)

39



38 Montserrat's towering inferno

AS VIOLENT explosions inside the Caribbean island of Montserrat's volcano continued to blast out super-heated ash and rock, HMS Liverpool was on the spot to begin the evacuation of up to 3,000 people.

The ship anchored in Little Bay in the north of the island and her Lynx helicopter flew sorties over the volcano six miles to the south to support the work of an international team of scientists based in an observatory there. The former capital of Plymouth was in ruins – but as fears of a major Krakatoa-style eruption subsided, most islanders decided to stay on and the ship departed for counter-drug operations in the area. Montserrat continues to give cause for concern.

(October 1997)

HMS EXETER won high praise from the US Navy for her part in covering the evacuation of United Nations forces from the troubled African state of Somalia.

With her gun at the ready, the Type 42 destroyer was prepared if necessary to open fire on belligerent Somali factions threatening to impede Operation United Shield.

"The Exeter has been wonderful," said Rear Admiral John Gunn, the US officer in command of the international task force.

"She was here from the beginning with us. She was doing things we would normally expect an Aegis cruiser to do" (Aegis cruisers being among the most modern and potent ships in the US Fleet).

Although the US Marines ashore engaged Somalis considered to be acting with hostile intent, Exeter's punch was not needed and her 4.5in gun remained silent.

The 20-ship task force in the waters off the Somali capital of Mogadishu included three US flat-tops, two Italian amphibious warfare ships, and a familiar vessel to the Brits – the Pakistani frigate Shamsher, formerly HMS Diomede which transferred from the Royal Navy in 1988.

(April 1995)

38



39 Terror in Timor

WITH the thanks of the United Nations Australian commander and Britain's Defence Secretary, HMS Glasgow completed her work for the International Force in East Timor.

Whenever possible, the ship had put ashore those personnel she could spare to do what they could to help the stretched UN force and the hungry, sick and distressed victims of the Indonesian militia.

In between sea duties to keep watch on Indonesian naval units, Glasgow's Lynx ferried ashore officers and sailors whose expertise was used to make more secure and more habitable the compound occupied by the British joint headquarters in the capital, Dili.

A few miles south of the town they set up a temporary clinic for people too frightened to return to their homes, Surg Lt Jonathan Carty and STD Emma Sandon helping to treat over 100 people, dealing with everything ranging from gunshot wounds to babies suffering from chest infections.

(November 1999)



39



2000 and beyond

40



42 Leading liberators

THE ROYAL Marines led the liberation of Southern Iraq, moving quickly to reassure a civilian population fearful of reprisals by troops still loyal to Saddam's regime. Here a Royal Marine from 3Cdo Bde uses his diplomatic skills to full effect on the streets of Basra.

Commented C-in-C Fleet Admiral Sir Jonathon Band: "The Naval Service proved itself to be ready, both materially and mentally, for what was asked of them and have conducted all operations to the professional standard and success that we would expect."

(May 2003)

43 Rapid reaction

ROYAL Marines of 42 Commando fast-rope on to beaches near Freetown, Sierra Leone from a fleet of troop-carrying Sea King helicopters embarked in HMS Ocean.

The Amphibious Ready Group was part of Britain's Joint Rapid Reaction Force and the impressive show of strength came a day after a cease-fire agreement between the Government of Sierra Leone and the rebel Revolutionary United Front.

(December 2000)



43



40 Mission to Mozambique

CHILDREN of Iha Chiloane village in Mozambique welcome another delivery of aid by an 820 NAS Sea King.

RN and Royal Fleet Auxiliary personnel were delivering tonnes of life-saving supplies to stricken communities after tropical storms and floods devastated the country.

One-stop supply ship RFA Fort George was detached from the HMS Illustrious task group in the Arabian Gulf to help relief efforts.

(April 2000)



41

41 Fleet fighting terror

HMS ILLUSTRIOUS is seen with coalition ships operating in the Middle East, the combined fleet including five carriers from four navies, in support of Operation Enduring Freedom and the global war against terror.

Meanwhile HMS Ocean, with elements of 45 Commando Royal Marines, was sailing from Portsmouth for operations in the Indian Ocean, taking over the role of UK flagship from the Illustrious.

Although the spotlight had shifted from Afghanistan, coalition forces remained actively engaged in pursuing Al Qaeda, the Royal Navy playing a significant role in the war on terror following the events of September 11.

(March 2002)